

Under Days

MEMOIRS
OF
NO. 19 S.E.E.
R.C.A.F.
1941-1944

TO

ALL THE GRAND FELLOWS

INSTRUCTORS, STUDENTS, AND STAFF

WHO MADE NUMBER NINETEEN

A PLACE OF HAPPY MEMORIES

THIS SOUVENIR IS DEDICATED

V I R D E N D A Y S

A PARTIAL RECORD OF
NO.19 ELEMENTARY FLYING TRAINING SCHOOL
R.C.A.F.
VIRDEN, MAN.

OPERATED BY VIRDEN FLYING TRAINING SCHOOL LTD.

1 9 4 1 - 1 9 4 4

HIGH FLIGHT

Oh! I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings.
Sunward I've climbed and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along and flung
My eager craft through footless halls of air.

Up, up the long delicious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark, nor even eagle flew;
And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee Jr.,
Pilot Officer, R.C.A.F.

Greetings





Dear Mr. Morgan:

The British Commonwealth Air Training Plan, which was undertaken by the Canadian Government, owes much of its success to the contribution made by the Civil Flying Schools.

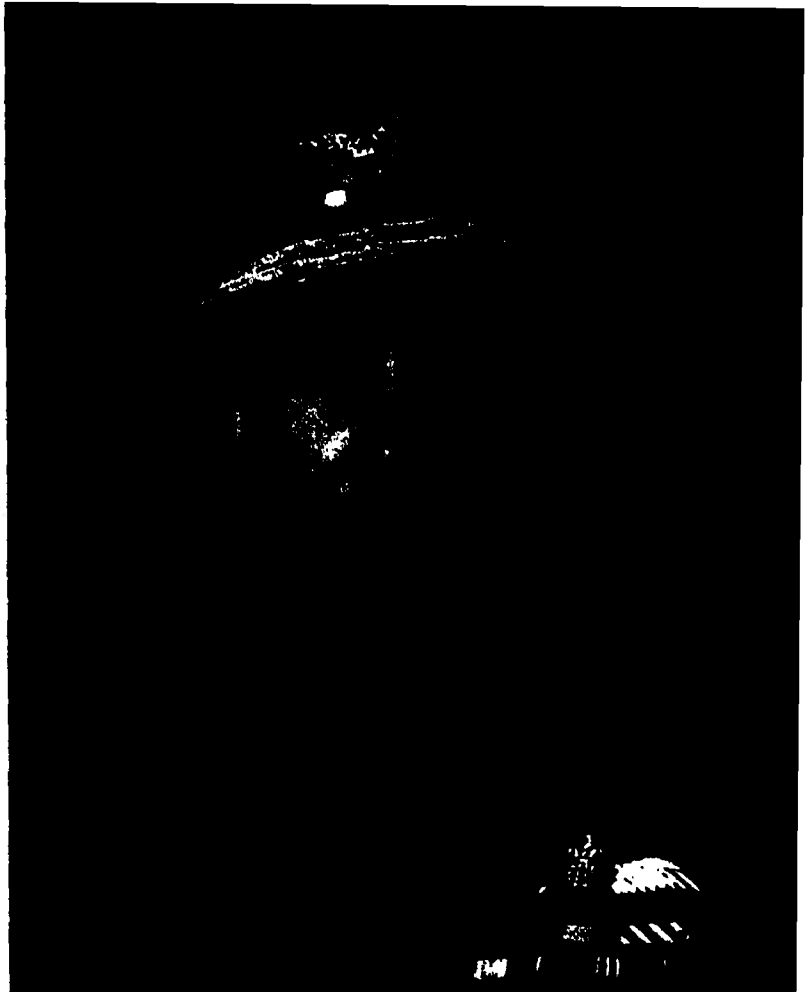
These schools have mostly employed men of experience in Air Training ineligible for any of the fighting Services, as well as a number of women, all of whom have done excellent work.

Your School at Virden has been outstanding in its efficiency and economy of operation.

I extend to you and your organization my hearty congratulations on the success of your efforts and I am grateful for the loyal and zealous support you have given my Department.

Sincerely,

CHARLES G. POWER,
Minister for Air.



Your school opened as one of the early Elementary Flying Training Schools in the West on 16th May, 1941. Since that time it has earned for itself a fine reputation in competition with other schools of its type. It has established a splendid record from the standpoint of efficiency, never failing to meet its commitments.

Your Manager, Mr. John Morgan, deserves a great share of the credit for a difficult job well done. On this occasion I wish to extend my very warmest thanks to him and his staff. May they have every success in the future.

ROBERT LECKIE, Air Marshal,
Chief of the Air Staff.



Dear Mr. Morgan:

It is with considerable pleasure that I send you a message for your school publication.

I believe it was on the 8th November, 1940, that you were first approached to organize a company to operate an E.F.T.S. at Virden, and on the 16th May, 1941, flying training commenced at what is officially known as No. 19 E.F.T.S., Virden, Manitoba, then organized for a pupil population of 140. The pupil population was increased to 180 on the 10th July, 1942, and on the 15th April, 1943, again increased to 240.

It is due, in great measure, to the care with which you selected your personnel that the operation of your station has been so successful. Not only have you carried out the duties entailed in such an operation, but you have done so with a care in the expenditure of public funds that is commendable.

Realizing that your station is somewhat isolated and removed from any large centre, you successfully solved the problem of providing recreational and social activities for both the R.C.A.F. and the civilian personnel as to make it unnecessary for them to seek such relaxation elsewhere. As a result you undoubtedly added to the efficiency as well as the happiness of your station.

When training ceases you and all your people may return to the normal activities with the assured satisfaction of having made a noteworthy contribution to the war effort, and particularly to the British Commonwealth Air Training Plan, which, it is generally conceded, is the finest contribution that Canada has made in World War II.

My associations with you and your organization have always been most pleasant, and I wish you all the best of luck and happiness in the future.

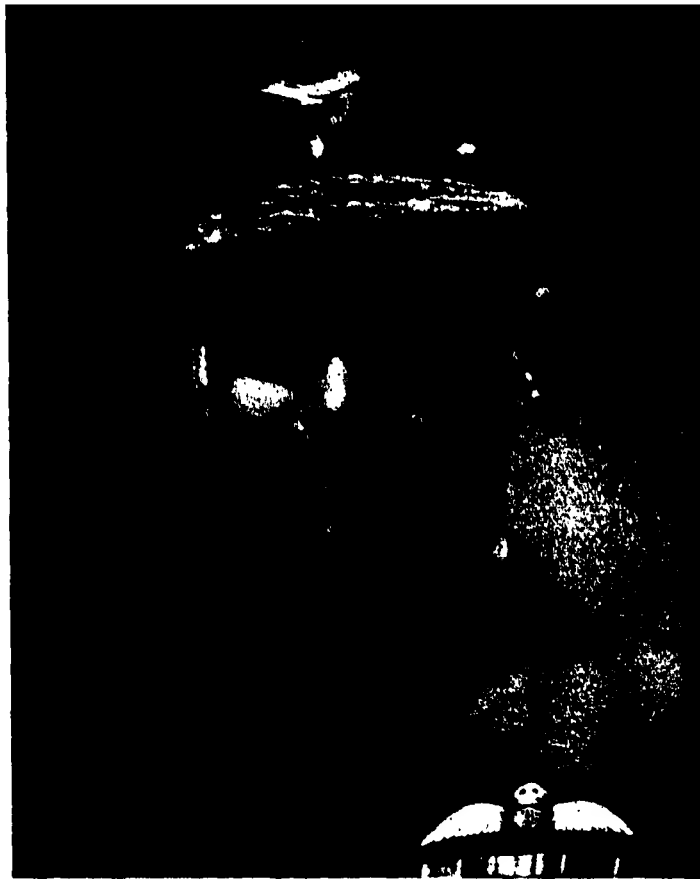
Sincerely,

I. L. APEDAILE,

Financial Adviser, C.F.S.



A/V/M A. B. Shearer, 1941-42'



A/V/M T. A. Lawrence, 1943-44

AIR OFFICERS COMMANDING

No. 2 Training Command

R.C.A.F.

To all the staff, civilian and Service, of No. 19 Elementary Flying Training School, I extend my gratitude for fine co-operation and sincere congratulations on a job of the utmost importance done with devotion that never flagged.

Succeeding pages of this book will underline that statement. From its inception, your Unit has been one in which not only this Command, but the entire Royal Canadian Air Force may take pride.

Yours sincerely,

K. M. GUTHRIE, Air Vice Marshal



A/V/M K. M. Guthrie, C.B.E., 1944

THE STORY OF OUR CIVILIAN FLYING SCHOOL

All but one of the Elementary Flying Training Schools in Canada, and all of the Air Observer Schools, have been civilian operated under agreements with the Dominion Government. Thus the Commonwealth Air Training Plan has benefited from Canada's peacetime experience of pilot training and air transport.

Twenty years ago, Canadians needed encouragement to be air-minded. So in 1927 the Dominion Government offered to assist in the organization of flying clubs, to train beginners for their private and commercial pilots' licenses. The Dominion gave each flying club two aircraft to start with, and added another for each aircraft the club bought for itself. In addition, a subsidy of \$100 was paid for each student obtaining his private pilot's license. All other equipment and income were the responsibility of the Club.

In 1939, there were 26 flying clubs in operation across Canada, and hundreds of their graduates were in the R.A.F. and R.C.A.F. War began, the Commonwealth Air Training Plan was proposed, all groups interested in aviation were called to Ottawa, and the training problem was laid before them. The flying clubs volunteered to undertake the elementary flying training for the B.C.A.T.P. The air transport companies undertook operation of the Air Observer Schools. Relieved of this preliminary training, the R.C.A.F. was free to concentrate on specialized service training. Thus all those with aviation experience participated in the Commonwealth Air Training Plan.

No. 19 E.F.T.S., being one of the first double E.F.T.S.'s established, and all of the previously organized single schools being sponsored by one flying club each, it was proposed at first that the new double school be sponsored by the flying clubs of Brandon, Man., and Moose Jaw, Sask. However, neither of these clubs being prepared to assume the responsibility of the new organization, they agreed to Mr. J. R. Morgan undertaking it, as suggested by the Department of National Defence for Air.

Mr. Morgan in turn enlisted the necessary financial support of a group of leading business men of Winnipeg and Moose Jaw, who agreed to act as Directors. Thus responsible business and flying experience were combined, and a contract was entered into between His Majesty the King as represented by the Department of National Defence for Air, and the new civilian company incorporated as the Virden Flying Training School Ltd.

It is noteworthy that No. 19 E.F.T.S. voluntarily agreed to return all profits to the Government; and, further, that its civilian staff, ranging from 16 to 84 years of age, was practically all unfit for military service. Many were veterans of the last war, including all department heads, and some of earlier wars. The policy of the School was not to hire anyone subject to military call. And while a few specialists were on deferment from the services for a time, when the School disbanded there was no person on the staff subject to military call.

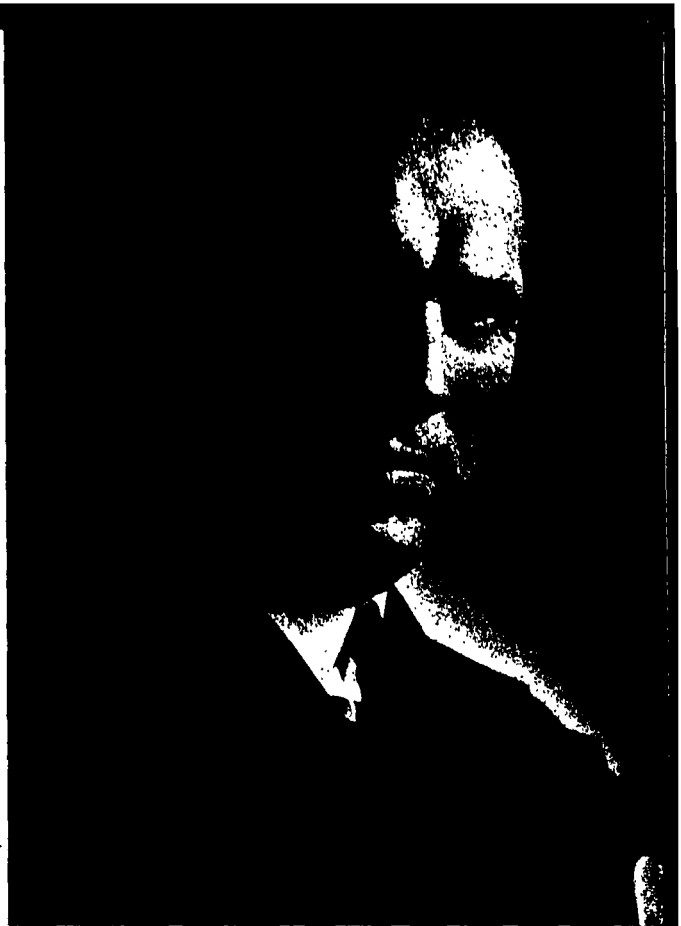
DIRECTORS AND OFFICERS

Virden Flying Training School Ltd.

President	W. A. Murphy	Winnipeg	Director	Joseph Harris	Winnipeg
Vice-President	H. E. Sellers	Winnipeg	Director	J. M. Harris	Winnipeg
Secretary	Cecil Lamont	Winnipeg	Director	J. A. MacAulay, K.C.	Winnipeg
Treasurer	W. P. Carmichael	Winnipeg	Director	George Connor	Moose Jaw
	Managing Director	J. R. Morgan	Winnipeg		



W. A. Murphy, 1942, 1944



H. E. Sellers, 1941, 1943

THE PRESIDENTS

The students passing through No. 19 E.F.T.S. have always been my first interest during the three and a half years of the School's operation. It has been a keen personal pleasure to see the fine results they have achieved during their elementary training, and further to hear favorable reports of their later work!

These training results were only achieved by the hard work and enthusiasm of an excellent staff. And now that the School is closing, it is a real pleasure to extend to all who were part of No. 19, whether staff or pupils, my heartiest wish for good luck and continued success.

W. A. MURPHY.

When Mr. Morgan first approached me to become interested in the establishment of No. 19 E.F.T.S., I did so subject to two conditions: The element of profit was to be excluded, with the School being operated to give the most efficient training at the lowest possible cost to the country. And No. 19 was to be made one of the best Schools in the country.

I am proud to say, I believe our objectives were happily achieved. It has been a source of great pleasure and gratification to be associated with No. 19 E.F.T.S.

H. E. SELLERS.



"More and Better Pilots"

Results

MAY 15, 1941—NOVEMBER 15, 1944

Elementary pupils received	3,432
Elementary pupils graduated	2,700
Pilot Selection pupils graded	252
Total pupils flown	3,684
Total hours flown	235,490
Fatal accidents	3

Comprising: an instructor, an instructor and pupil,
and a solo pupil.

No fatal accident due to mechanical failure or
instructional training.

No fatal accident after July, 1942.

Continuous hours flown without fatality, prior to disbanding..154,655

Graduation punctuality.....No course extension required.

Aircraft serviceability	High	100%
(Dec. 1, 1942—Nov. 15, 1944)	Low	81%
	Average	92.7%

"A and C" civilian engineers trained and granted certificates by
Department of Transport.....61

Ground school average of all courses

80.19%

Station grounds and maintenance.....100%

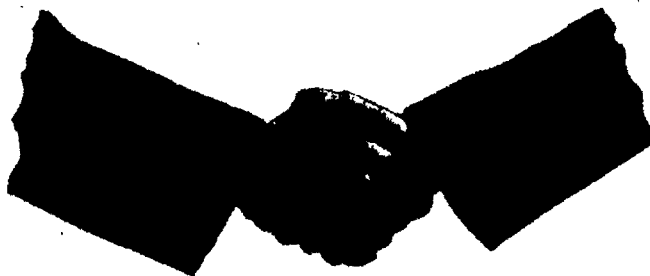
Morale.....100%

Savings on budget returned to Dominion treasury.....over \$530,000

RECEIVED

(VIRDEN FLYING TRAINING SCHOOL LIMITED)





The Team

"The success of any organization is largely determined by its department heads, for a department reflects the personality of its head. We are therefore going to strive always to have the best department heads available; and then for all to think and work together harmoniously, as a team, regardless of whether we are in R.C.A.F. uniform or civilian attire. We will work together—live together—play together—respecting each other's ability, strength (and weakness, if necessary); for all members of the team are equally important to our organization, No. 19 E.F.T.S.

"We will remember that our School, its pupils and staff always come first; and that by providing the best training facilities with the happiest possible surroundings, we shall obtain the fullest co-operation from all towards our objective of training 'More and Better Pilots.'"



THE MANAGER

At sixteen years old, when an insurance office boy, J. R. Morgan enlisted in the Royal Navy as an Able-Bodied seaman. Three days later he was found out and released to grow a bit more while again delivering insurance policies.

At eighteen, he enlisted in the Royal Flying Corps, was transferred to the R.A.F. on its formation, finished training and was commissioned as the war ended.

Demobilized at nineteen, he found that it was impossible then to make a living in aviation, so decided to make insurance his profession and aviation his hobby. The emphasis has been reversed at times, but the combination is still a happy one.

Eight years later, the modern growth of civil aviation in Canada was beginning. In 1926, Sir Alan Cobham brought the first De Haviland Moth to Canada. The insurance on it was written by Morgan, Nicholson Ltd., of which Mr. Morgan was president. In 1927, one of the first flying clubs in Canada was organized at Winnipeg. Mr. Morgan was a director. At the same time, he was a moving spirit in the organization of a number of pioneer aviation companies. One of these was one of the three original operators in the Mackenzie River district. Another was agent for De Haviland Moths. A third did overhauls and manufactured skis.

In 1933-35, Mr. Morgan sold his other interests to concentrate on insurance, in which his firm had become one of the major aviation insurance agencies in Canada, writing and adjusting aviation insurance risks and losses throughout western and northern Canada.

Still interested in flying clubs, and a governor of the Manitoba Aviation League, since 1938 he has also been a member of the St. James-Winnipeg Airport commission, formed in that year to enlarge and operate Stevenson Field as the municipal airport of Winnipeg and district.

He obtained his private pilot's license in 1928 and commercial license in 1929. In 1928, he made the first private pilot's flights: Winnipeg-Saskatoon and Winnipeg-Calgary-Edmonton; and in 1930, with his wife as passenger, the first private pilot's flight from Montreal to Winnipeg.

With his commercial license still valid, in the fall of 1939 he applied for enlistment in the R.C.A.F., but was rejected. A year later he was being accepted as a prospective ferry pilot when he was asked by the Department of National Defence for Air to organize and manage No. 19 E.F.T.S. instead.



THE C.F.I.

"This officer has undoubtedly done more toward the successful organization and operation of the flying of Elementary Flying Training Schools than any other individual."

These words begin the official citation of S/L A. F. Madore, our Chief Flying Instructor, for the Air Force Cross, which was awarded him in November, 1942. The citation continues:

"He was C.F.I. at No. 6 E.F.T.S., Prince Albert, Sask., from October to December, 1940, when he was sent to No. 2 E.F.T.S., Fort William, to organize the flying there. After completing his work there he went back to Prince Albert, where he remained until April, 1941, at which time No. 19 E.F.T.S., Virden, Manitoba, was opened.

"He came to this School as Chief Flying Instructor and has since organized the flying so well that No. 19 E.F.T.S. is now considered the premier double E.F.T.S. in Canada.

"His most recent achievement is the supervision of 7,074 instructional flying hours in January, 1942, without a single accident. This officer has been employed at E.F.T.S.'s since October, 1940, and has since that time flown a total of 1,400 hours."

To this may be added the fervent tribute of an ex-operational D.F.C. winner, re-mustered for pilot training, to "the C.O.'s remarkable psychological insight. You know that talk of his, forecasting your state of mind at each week of training? That talk is so true, it shakes you!"

A pilot for some ten years before the war, "Andy" Madore learned to fly in 1929 at Ft. William, then flew commercially in Northwestern Ontario. In 1935, he earned his instructor's license and in 1935-39 he was instructor, in turn, at Ft. William, Brandon and Saskatoon Flying Clubs, where he built up outstanding records. While at Saskatoon, he became one of two instructors in Canada holding an "A" category instructor's certificate.

After a year with Trans-Canada Airlines, in 1940 he joined the R.C.A.F. with some 3,000 logged hours to his credit. The citation quoted, and the training record of No. 19, are eloquent evidence of his achievements since then.

Kindly and efficient, "Andy" Madore will long be remembered by every pupil and instructor who passed through 19 E.F.T.S. for his patience and good flying advice.



The Station perfectionist, as the aircraft maintenance and serviceability records show, "Tom" Caddick had more than twenty years' aviation experience behind him when he came to No. 19 as Chief Engineer. An Englishman, he served in 1915-18 with the Royal Naval Air Service and the Royal Air Force, then joined the Handley-Page Transport Company and shared responsibility for the safety of the first scheduled London-Paris air service, opened in 1919. Transferring with this service to Imperial Airways Ltd. on its formation, he continued with the company as second in charge of engine overhaul until he came to Canada in 1928 to be chief engineer for N.A.M.E. at Sioux Lookout, Ont. From then until the organization of No. 19 E.F.T.S. he made his base on the frontier, at God's Lake and Ilford, Man., Ft. McMurray, Alta., and Sioux Lookout again, with N.A.M.E., Spence-McDonough, and the successor Canadian Airways Ltd. He is one of few men in Canada to hold both "A and C" and "B and D" engineer's certificates.

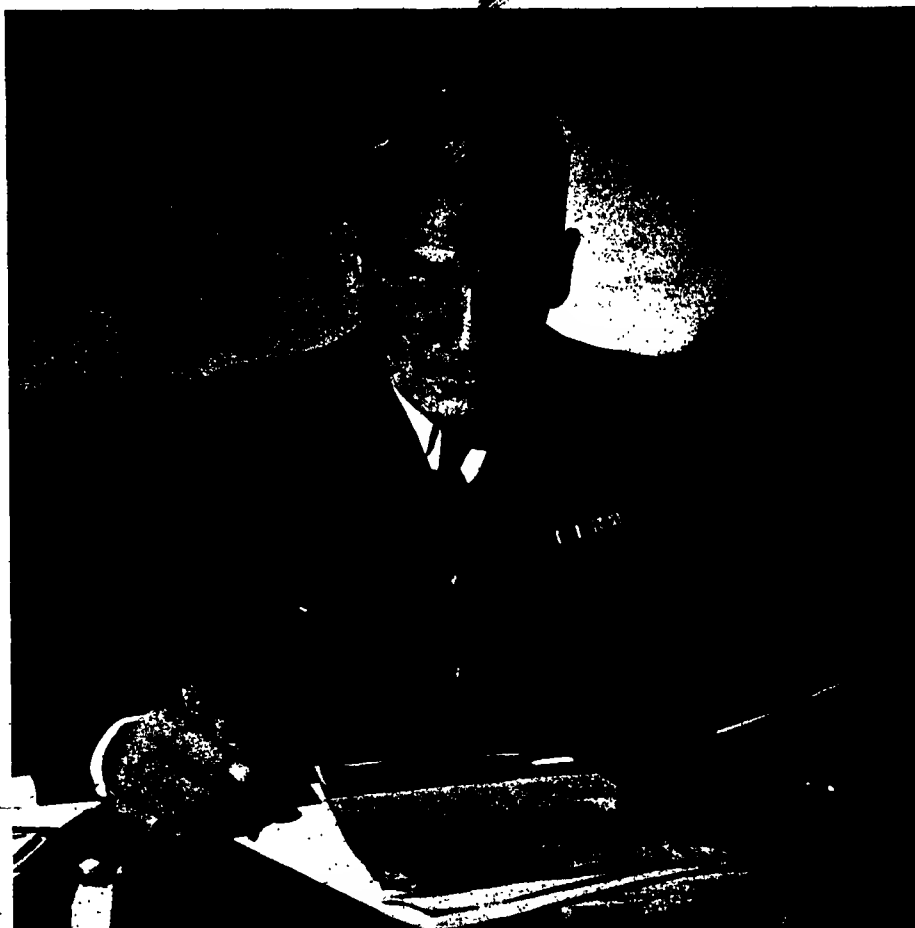
"The C.G.I." to the newcomer, "Major Stefansson" to some, Bjorn Stefansson was simply "The Major" or "Stef" most of the time. The names give the man. His official duty was Chief Ground Instructor—and course averages repeatedly above 80% tell that story. But as often, he was father confessor, legal adviser or volunteer chauffeur to anyone needing help. Born near Lake Manitoba, he left college in Winnipeg in 1915 to go overseas with the 79th battalion and to serve with the 44th, in which he led the company that captured the Pimple, where Canada's memorial on Vimy Ridge now stands. Transferring to the Royal Flying Corps, he is credited with shooting down his first Hun after 30 hours' solo. After other victories, he was severely wounded in aerial combat and was posted to training duties. A lawyer in Winnipeg between the wars, he was a Major in the Canadian Militia when 19 E.F.T.S. opened.





"When No. 19 was organized, somebody had to take the measly job of Treasurer, and I got stuck with it. The first thing I had to learn was to say 'No'," "Bill" (W. P.) Carmichael told us at the farewell dinner on the disbanding of the Station. Voice from the back of the hall: "And how you learned, Bill!" That is the man and his reputation. Watchdog of the public funds, he has special pride in the School's record of economy. A Scot—fittingly—he came to Canada forty years ago, was a Mounted Policeman and worked on transcontinental railroad construction before burying himself in an office. After four years with the R.C.A.S.C. on loan to the Imperials, he was invalided out in 1918 with the rank of Major, and was a commission and merchandise manager on the Winnipeg Grain Exchange until the present war.

"God give us strength to face the day's new forms and requirements" has been "Charlie" (C. E.) Goulding's not always reverent prayer for nearly four years. As Chief Storekeeper and Chief of Works and Buildings, he was also chief complaint receiver, trouble shooter and long sufferer. The pressure drove him at last to seclude his office in the farthest tier of the Stores building, where he found quiet if not escape. But visiting officers from Air Vice Marshals down, all commented on the exceptional cleanliness and upkeep of the Station buildings and grounds. And staff and students knew they could rely on service from Stores, Works and Bricks. One of the boy soldiers of the last war, who enlisted with the 196th battalion in 1916 and served in France with the 28th, until 1919, Charlie Goulding farmed near Holland, Man., until, via No. 14 E.F.T.S. at Portage la Prairie, he came to No. 19 on the organization of the School.





As Chief of the Guards, Lieut. "Bill" (W. A.) Smith was the acknowledged Chief Nighthawk of the Station. The field marks of the species Hawk noctis Smithi were extraordinary length (somewhere over six feet four), equally extraordinary leanness, a night-prowling habit, and the gold wings of the old Royal Naval Air Service worn on the left breast. Appearing at approximately 1500 hours daily, Bill usually could be found still in circulation some twelve hours later. The voice was usually quiet, unless some one seemed to slight a guard, when the situation could suddenly become tense. A favorite station was the corridor junction of the Administration building, where on show nights particularly he would be found on guard under the clock, about the only person on the Station not in the Rec. hall. Another Winnipegger who went overseas from college in the last war for three years, to the Royal Field Artillery and the R.N.A.S., he returned to the music business and to vessel broking on the Winnipeg Grain Exchange, through the long armistice.

The Virdenite of the team, and for eleven years president of the Virden branch, Canadian Legion, Ralph Glass has long practised the pleasant handling of people that made him outstanding as manager of the Station canteens. A son of Ontario brought west as a child, he has made Virden his home for forty years, except for three years' service overseas with the 27th battalion, 1916-1918, followed by eighteen months in military hospital and the loss of a leg. Perhaps that is where he learned the patient tolerance that crops out repeatedly, despite his best efforts to appear gruff, as in the picture herewith. When the hungry horde too late for breakfast or a flood of students out for afternoon break poured into the canteen and packed the counter, Ralph Glass's voice was the quietest—and most effective—in the place.

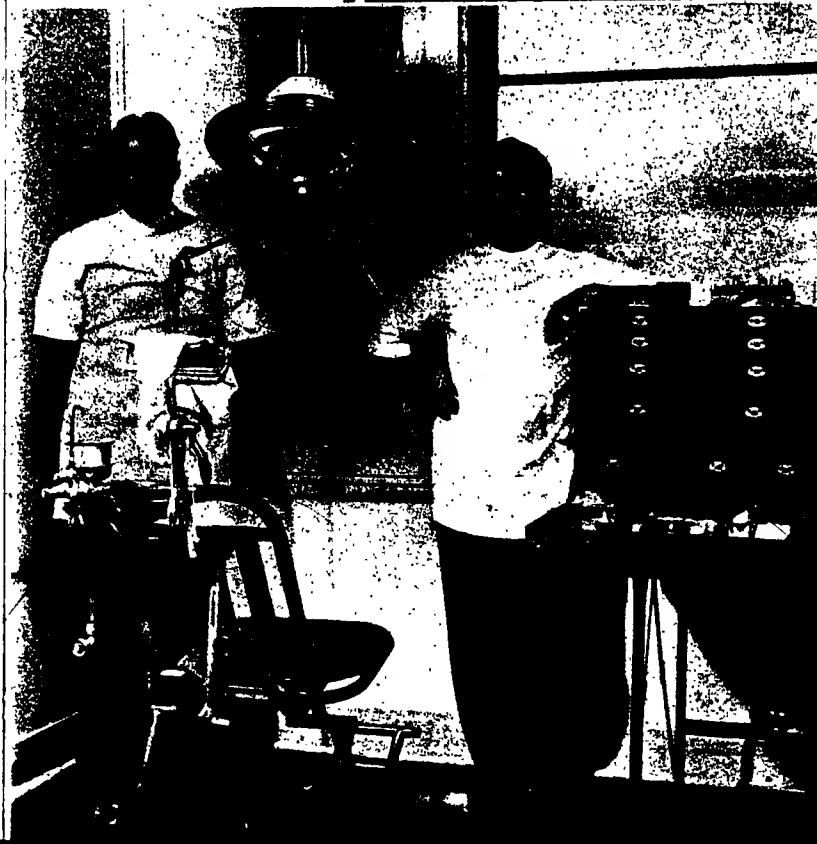




That anxious look above is the occupational hazard of Administrative Officers, Adjutants and Orderly Room staff. As demonstrated here by F/L Gordon Wilson, Sgt. Noel Henwood and Cpl. "Slim" F. W. Milne, it means, "Should this be made out on form Q-50? Or which has right of way—C.A.P. 4, or A.F.P. 7-11? Or have both been declared obsolete—wasn't there something about that a few weeks ago in A.F.R.O. 305/44? Or shall we just call it subsistence allowance? And will I be on time at the village hospital?" Earlier Senior Administrative Officers who endured such puzzles on the Station were F/L W. L. Algate and F/O H. D. Baker.

The pictures opposite tell their own story of vigilant preparation. The Station was fortunate that few serious cases of injury or illness occurred to occupy successive Medical Officers. But it also was fortunate in the calibre of M.O.'s standing by for emergencies and meanwhile keeping the routine care of Station personnel at a high level. Disagreements vocal, vehement and general there might be with the judgment of M.O.'s on the percentage of water allowed to dilute the chlorine in the Station "water" taps. But it was with confidence that the personnel, both service and civilian, turned at need to a series of popular M.O.'s, of whom the first was F/L A. C. McPhee at the opening of the Station, and the last, F/L Sam Bellan, posted back to the Station for a second assignment just in time to help with disbandment.

A full-time Dental Officer never was attached, which in some ways gave a special value to the periodic arrival of dental teams of Captain and Sergeant from the Canadian Dental Corps. The last one of these is shown here: Capt. C. V. Sibbald, on the right, and Sgt. W. E. Still.

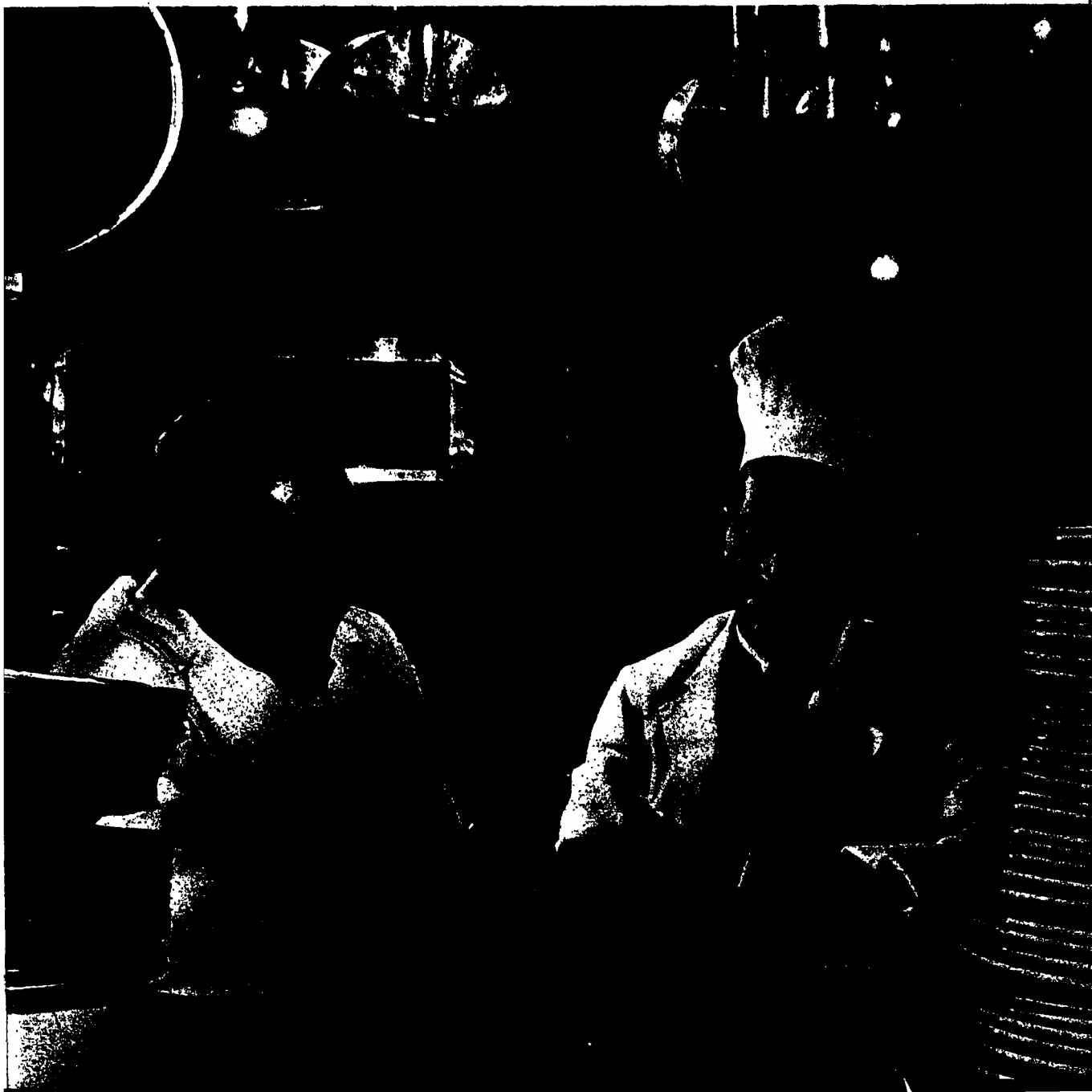


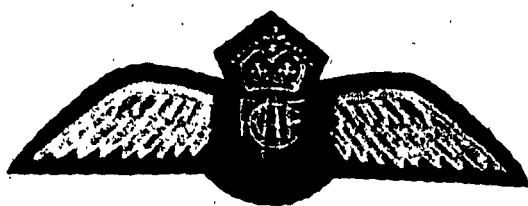


Two who helped greatly to keep morale high on the Station were the allies seen here in consultation in the library of the new Rec. Hall—Hon. F/L W. A. Osborne, Protestant padre through the whole history of No. 19, and Capt. R. W. "Bob" Blackwell, Canadian Legion War Services supervisor of recreational activities for the last two years. Constantly mingling with the students and easily approachable, they knew the joys and troubles of those in training as could no one else on the Station—particularly during the last year, when the slowing down of the training stream left incoming courses uncertain of their prospects. And tireless in discussing students' problems and in thinking up new diversions, they were an unfailing safety valve for many. The padre, born and educated in Ontario, came West in 1918 and has served in Alberta and Saskatchewan churches, and for the last seven years at Virden. Born in Winnipeg, Bob Blackwell enlisted in 1916 with the 222nd battalion and served overseas with the 1st C.M.R.'s. Demobilization was followed for him by years of income tax and police work and by more years of running a store at Holland, Manitoba. He came from Holland to Virden in 1942 on his first appointment in the Special Services.

"A happy camp begins in the kitchen."

The old woods saying was abundantly demonstrated in over three and a half years at No. 19 by the general enjoyment of the meals served in the messes under the direction of Mike Stefan, seen here, on the left, discussing the next day's menus with the chief cook, Bill Karpyke. "When we were organizing the Station," said Mr. Morgan at the farewell dinner, "I went to R. Smith and Company and said we wanted the best man they had and to keep him as long as we wanted him. They said they were giving us the best man in their organization—and Mike has been here ever since." Born in Bukowina, now a part of Russia, he came to this continent thirty years ago, and, based first on New York and latterly on Winnipeg, has alternated catering in clubs and messes with periods of outdoor work in the woods and on road construction. Bill Karpyke came to Canada from Russia in 1908 and has made Winnipeg his home since.



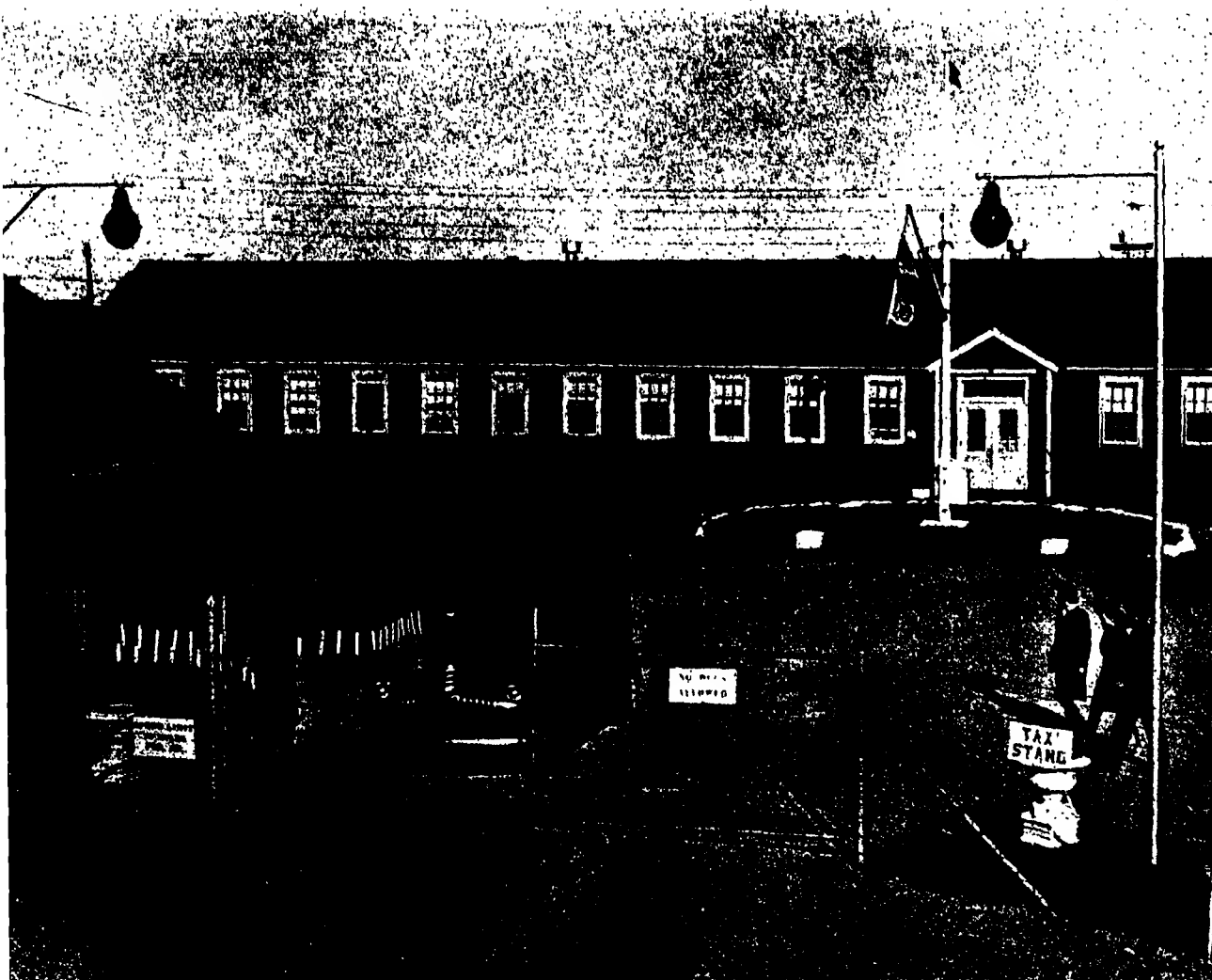


“Virden Here!”





"There are the aircraft!"



The Gate

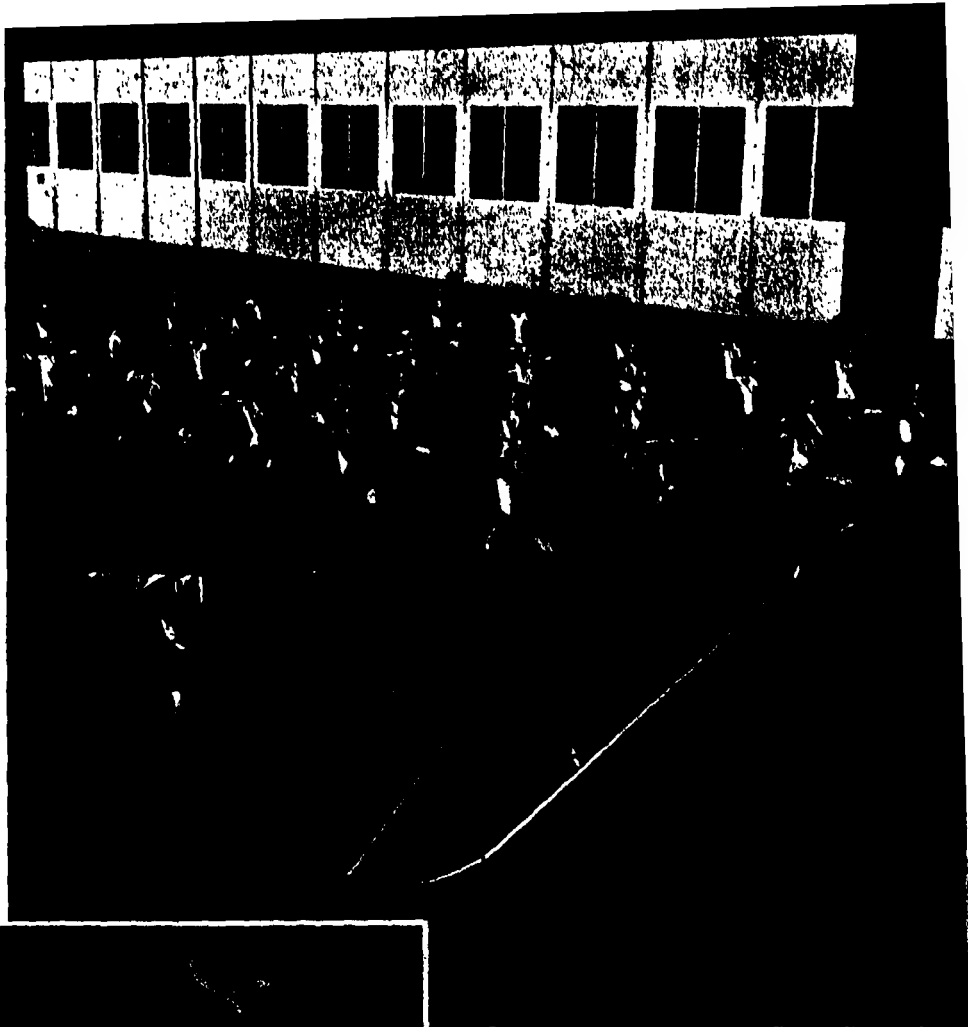


The Disciple.

To Machine Gun Butts



INCIDENTALS



P.T.

In Barracks



Navigation

Engines

GROUND





SCHOOL

Signals—Lamp

Signals—Key





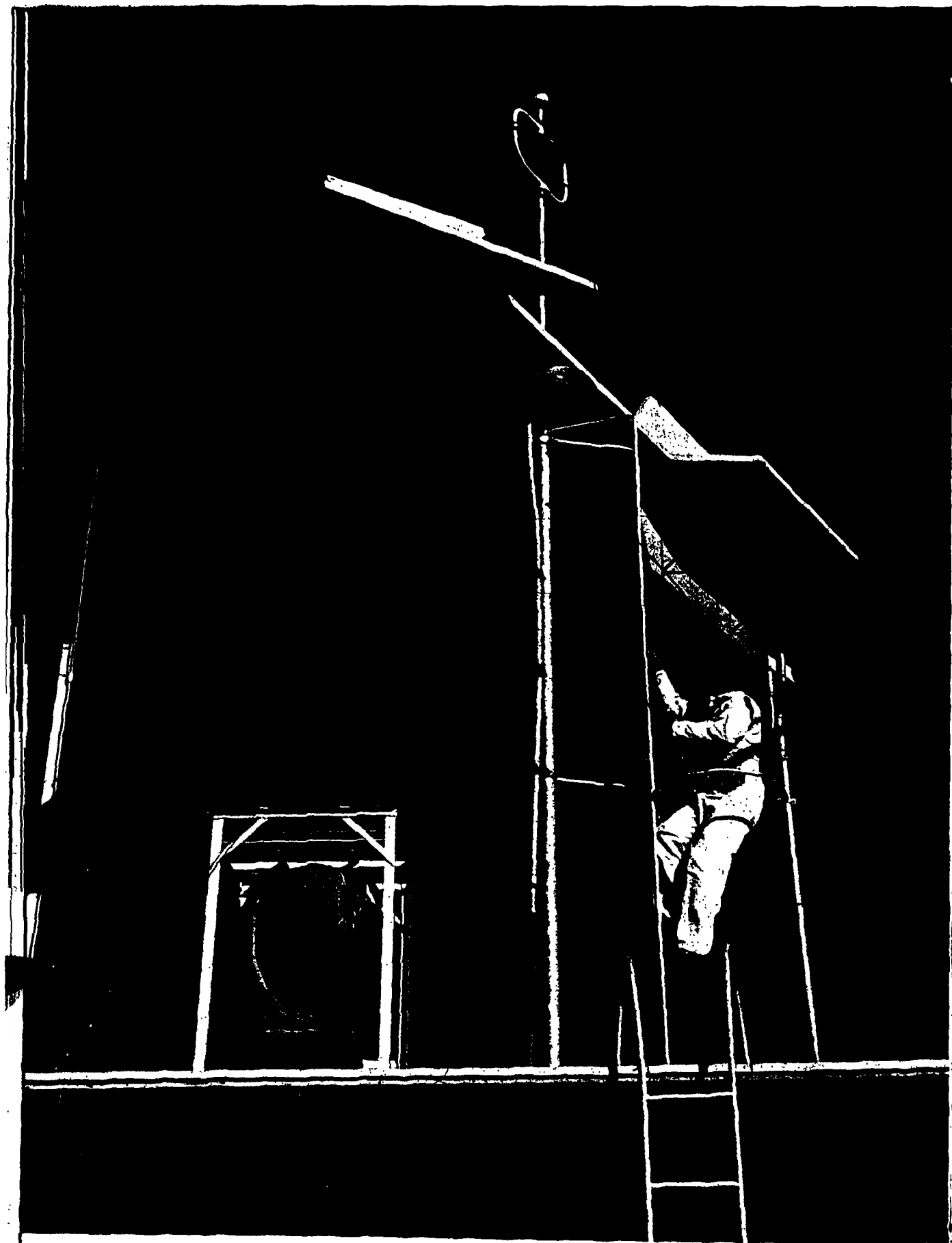
Aircraft Recognition
Armament—Theory





Armament—Practical
The Link Room



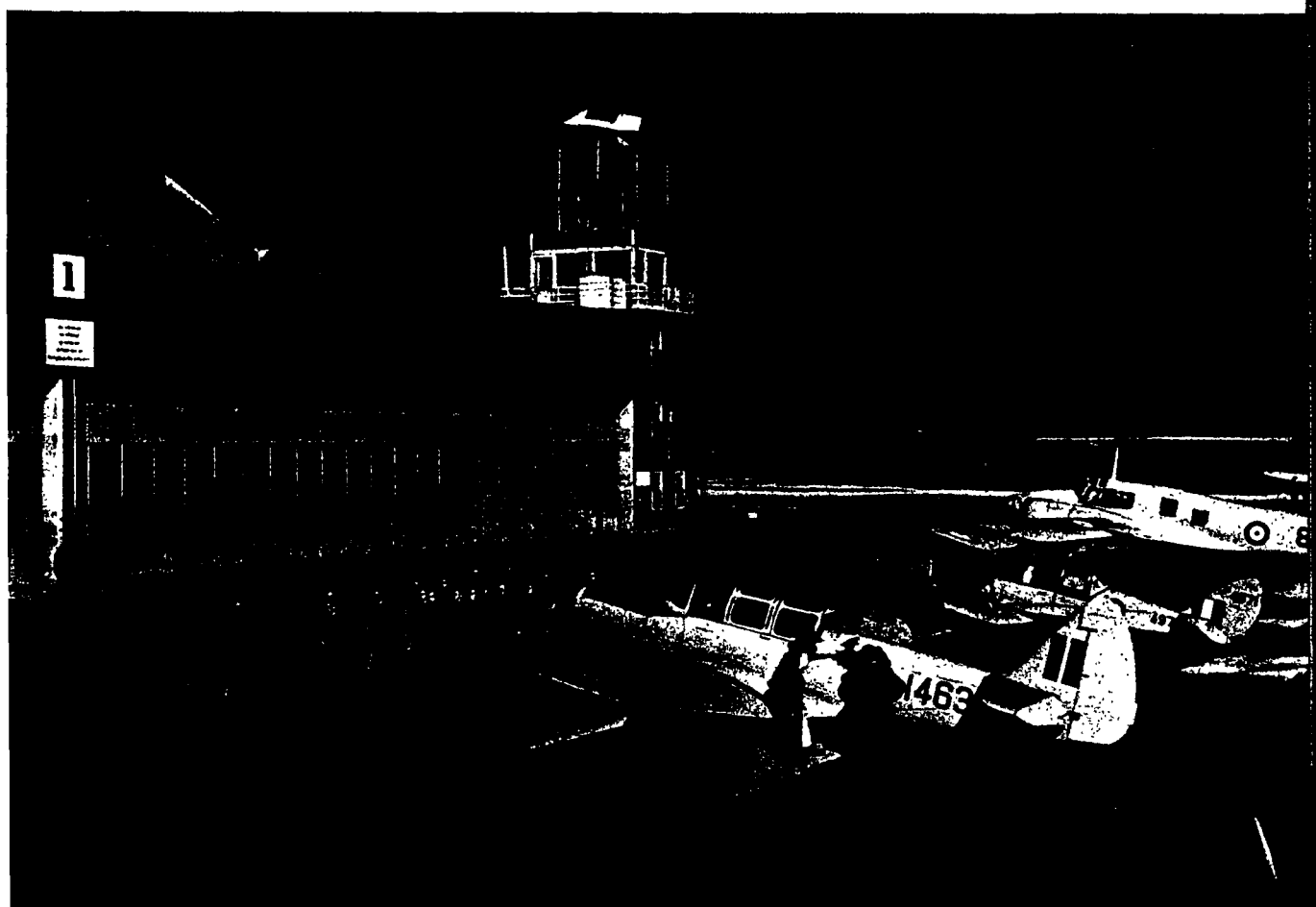


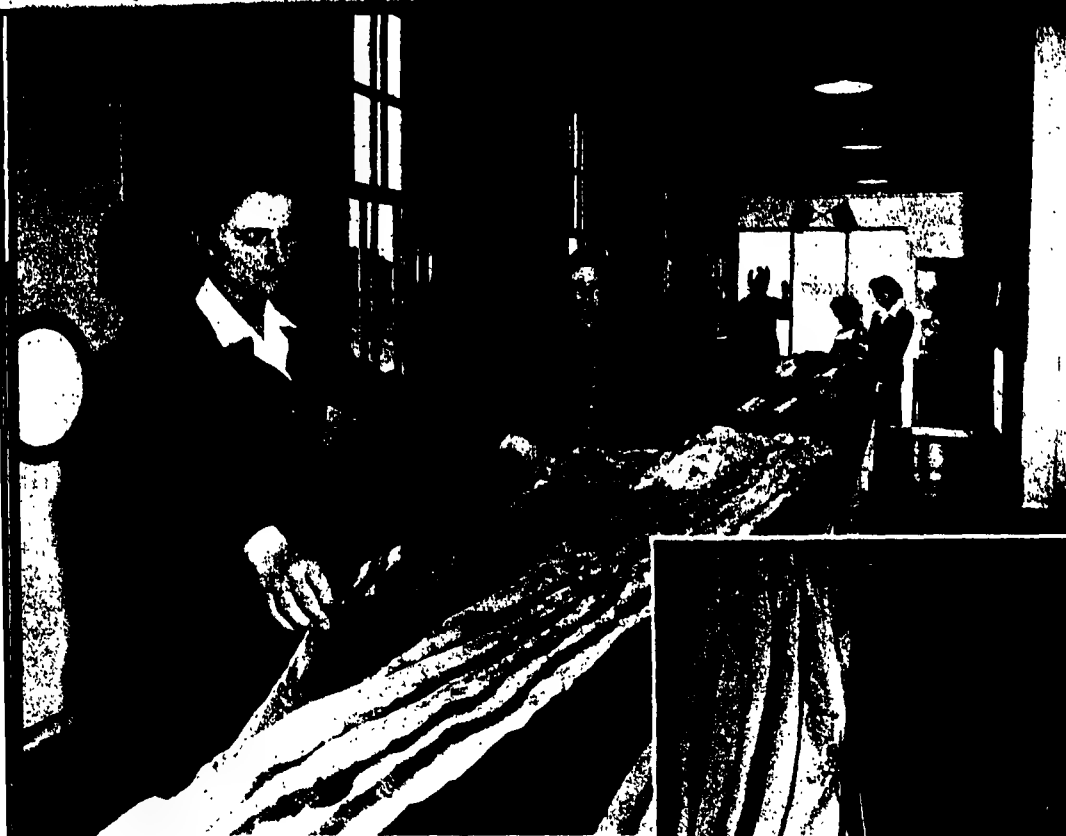
INTO WIND

In the
Control
Tower



On the Apron





Folding a Parachute

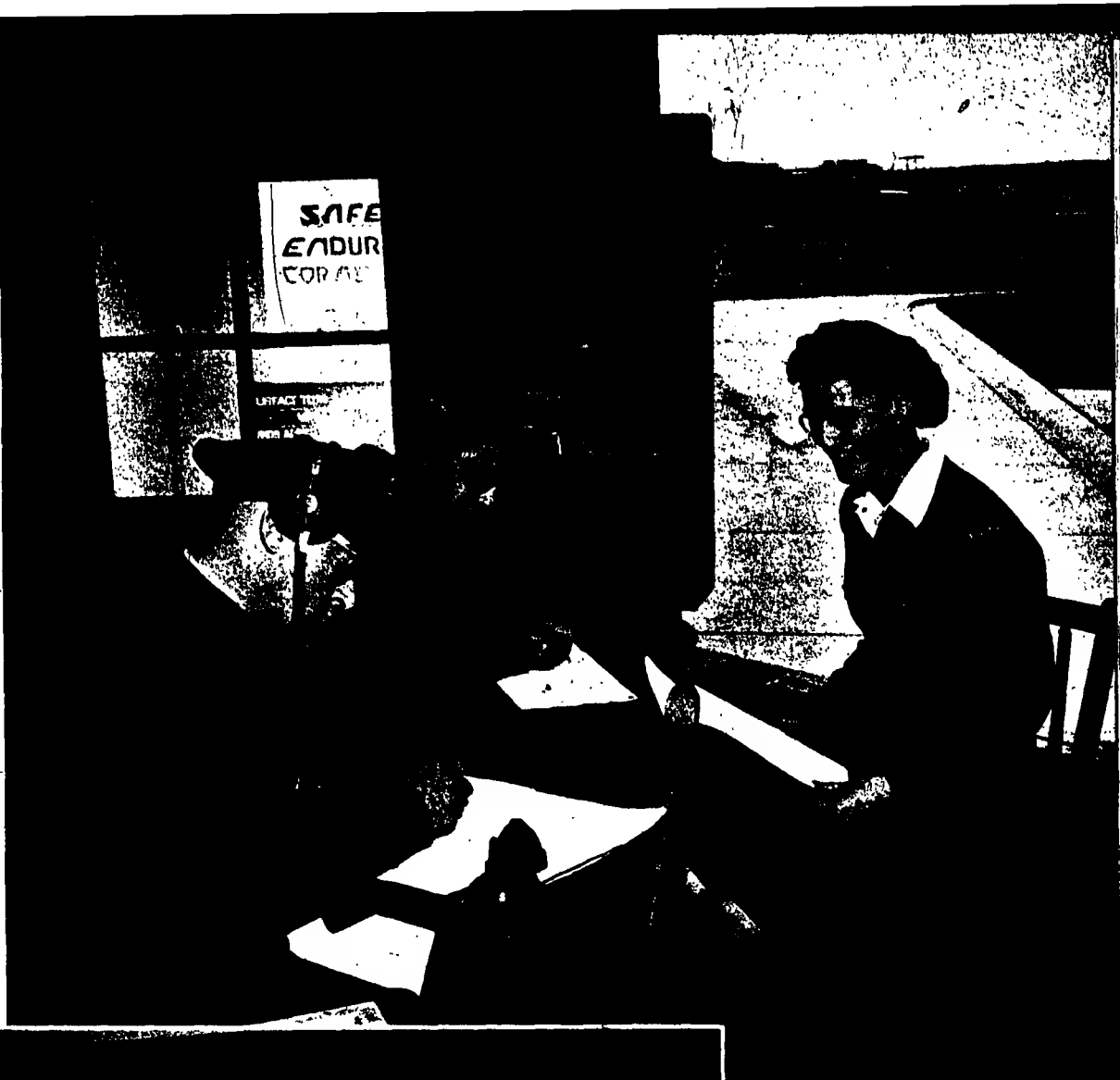
BRING 'EM DOWN ALIVE



"Ella won't pack a 'chute until it's hung 24 hours to smooth the wrinkles. Her brother's an instructor."



Packing a 'chute



"Flight authorized by . . ."

"...LOG BOOKS,
PLEASE"

"It says here your
time was . . ."



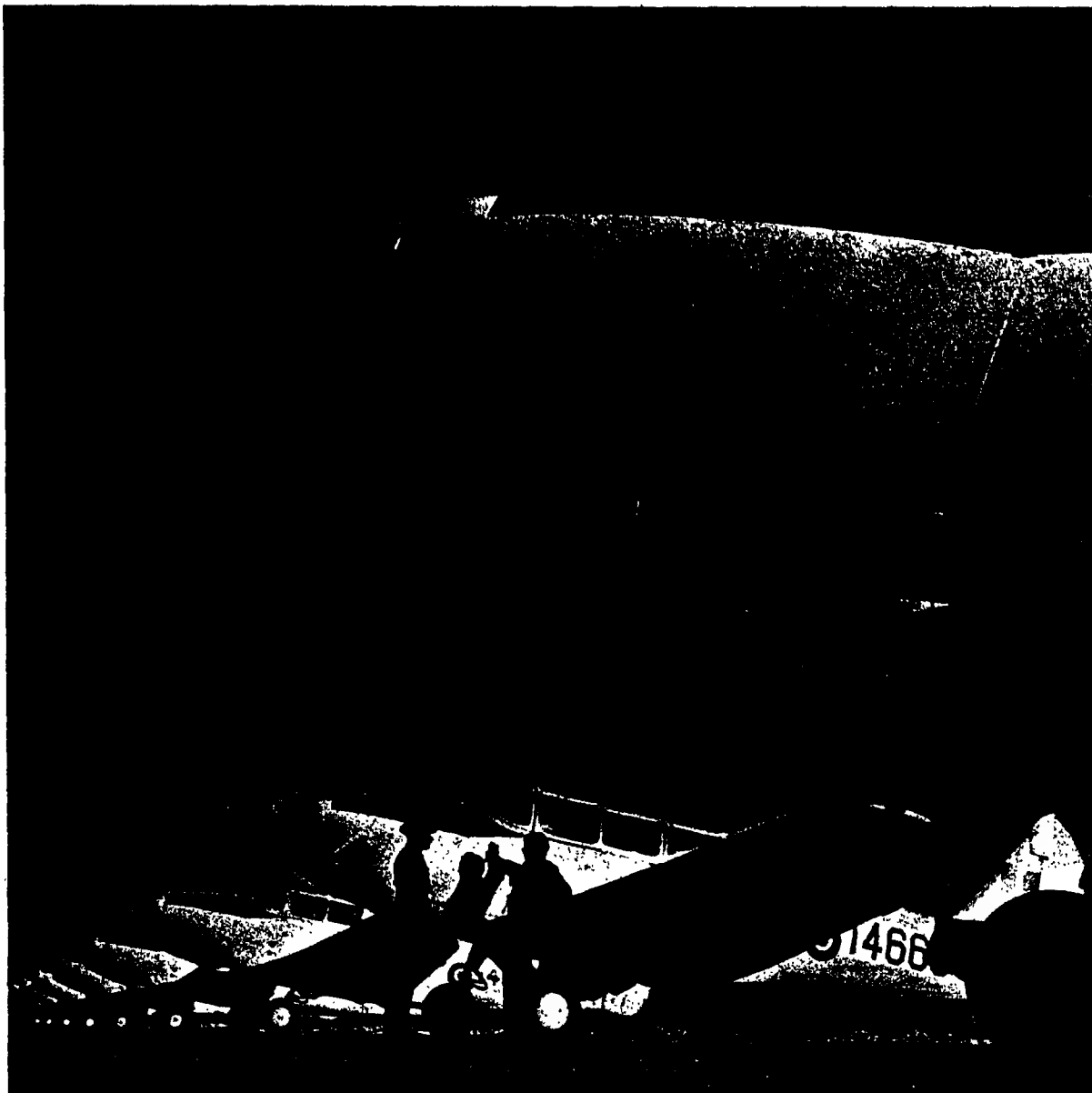


F/L W. J. ("Bill") McFee,
1941-42

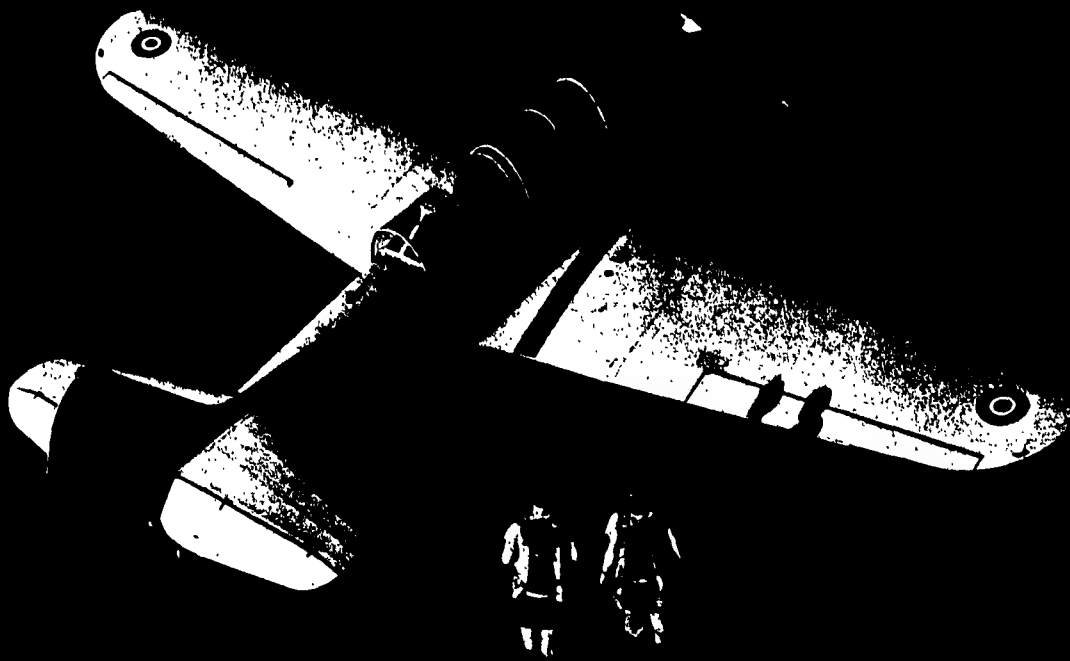
"THAT'S THE
ASSISTANT
C. F. I."

F/L W. M. ("Wilf") Steeves,
1943-44





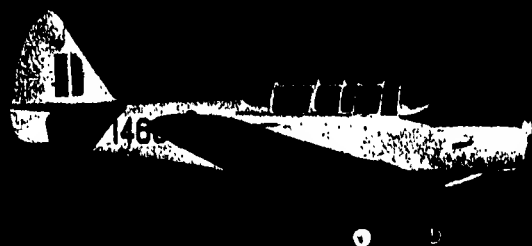
The Line



Walking Out
Last Advice

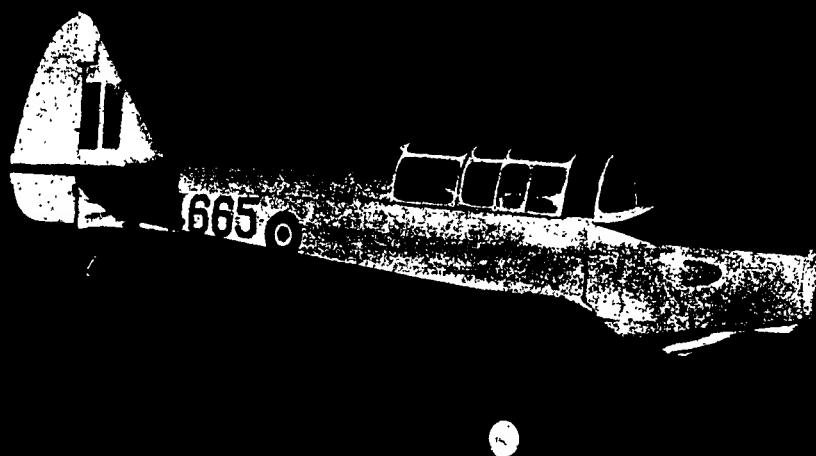
THE SOLO





STORY

In the Circuit
The Glide In

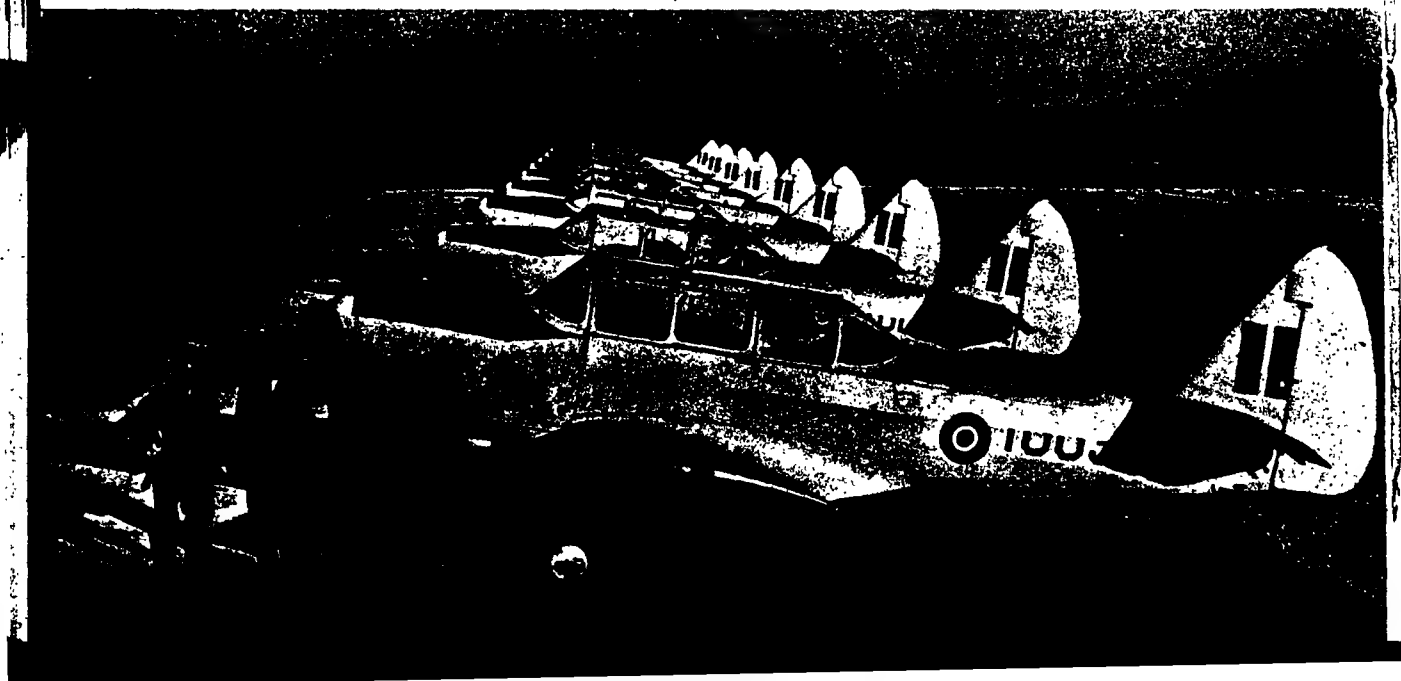




All Over

THE SOLO STORY

Congratulations!



I've Gone Solo

at 19 E. 4. 7. S. Virden, Man.

John Ferguson
Certified: PILOT

31st Dec 1943
DATE

A. Madoc
INSTRUCTOR



"Dere Mum:

I MADE IT . . . !"

MISCELLANEOUS



CHARACTERS

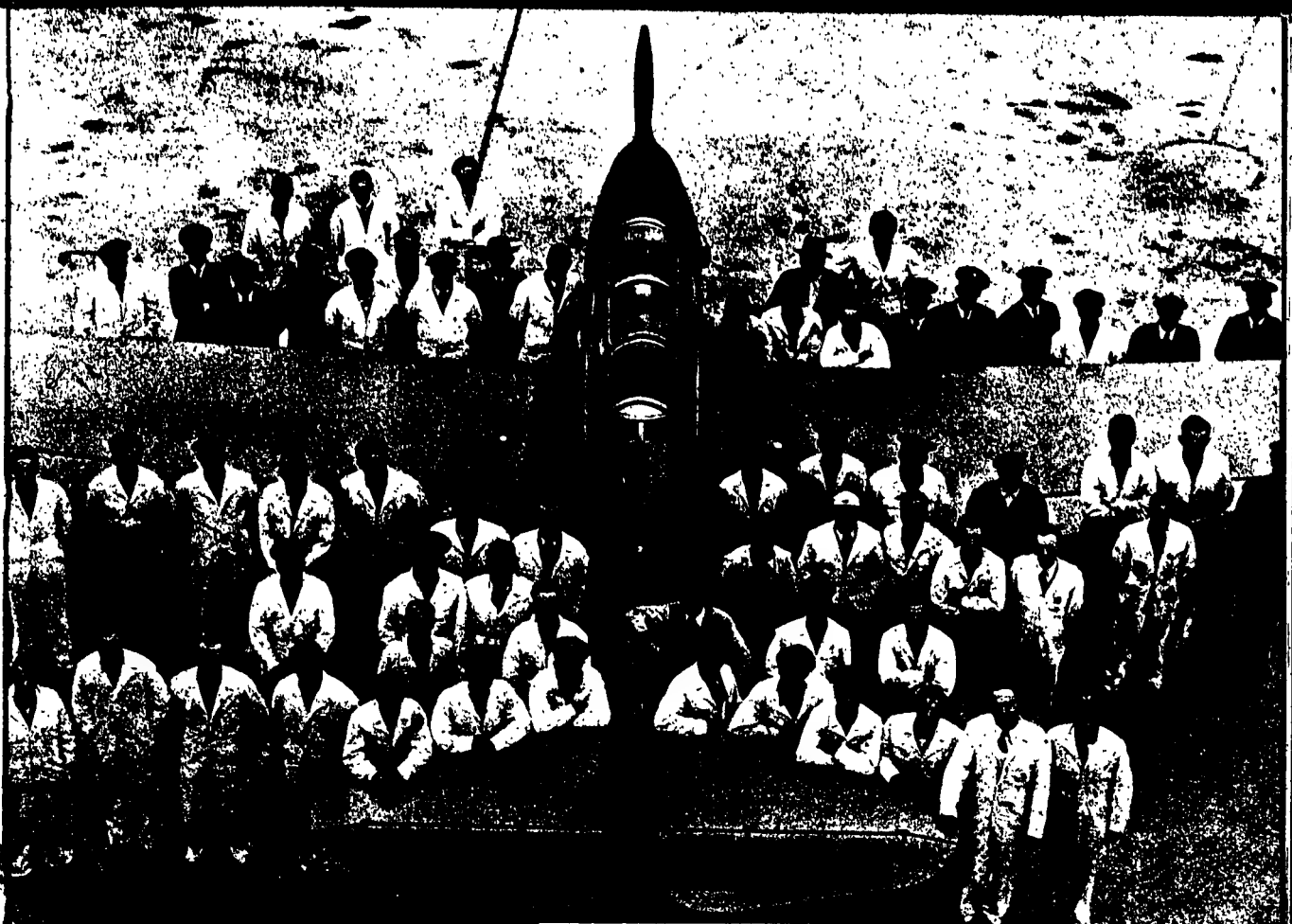


"What did you do in the war, Daddy?
How did you help us to win?"
"Circuits and bumps and steep turns, laddie,
And how to get out of a spin."





"Average aircraft serviceability, 92.7%"



They Kept Us Flying

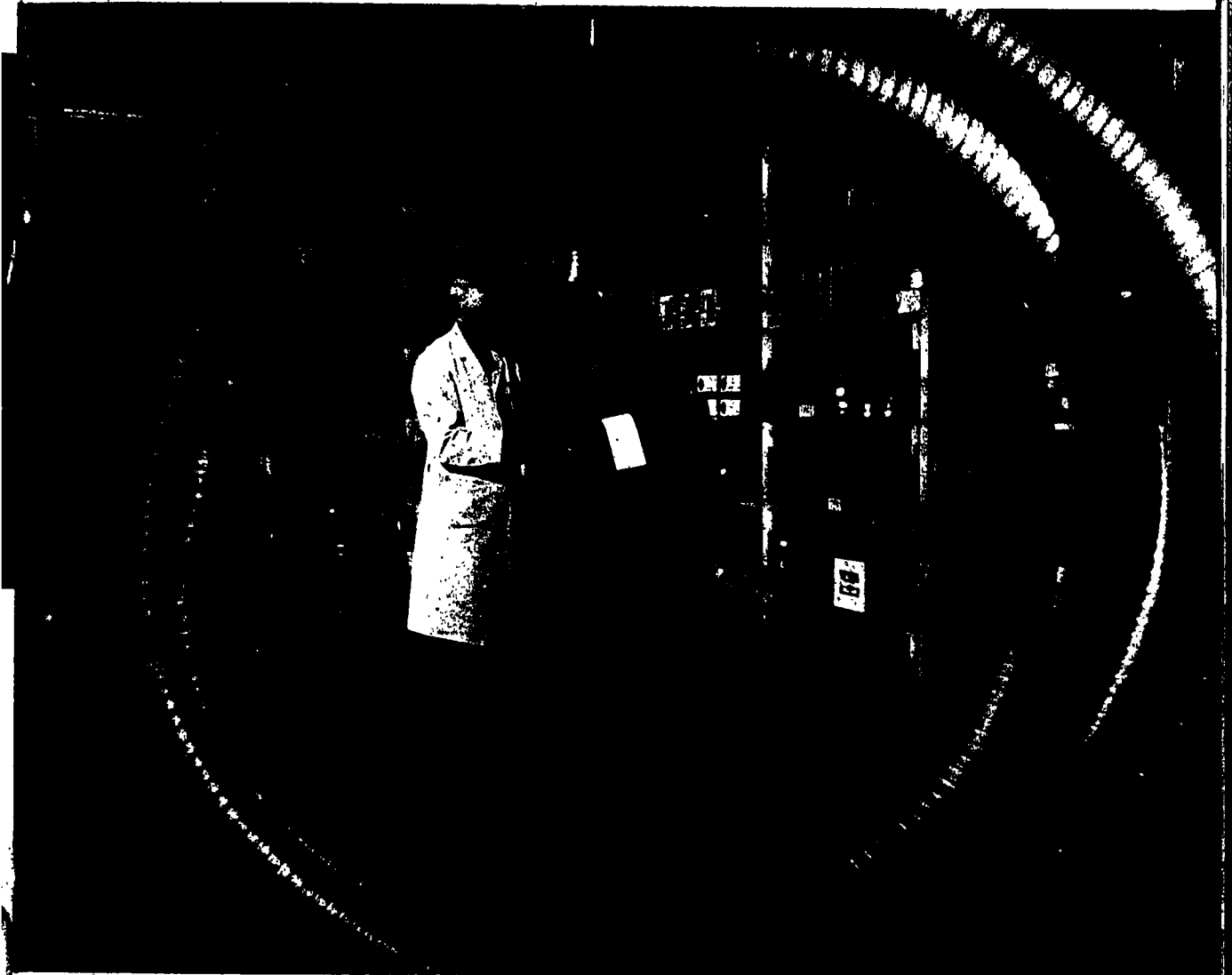


B-r-r-r-!!!



SPECIALISTS





"Stores will have it"



MORE



SPECIALISTS

"Better ask Works and Bricks"





Sheet Parade



That laundry headache
again—
or is it drycleaning?

THEY MADE US OUR GARDENS





Officers'

—And the Ladies' Auxiliary

THE

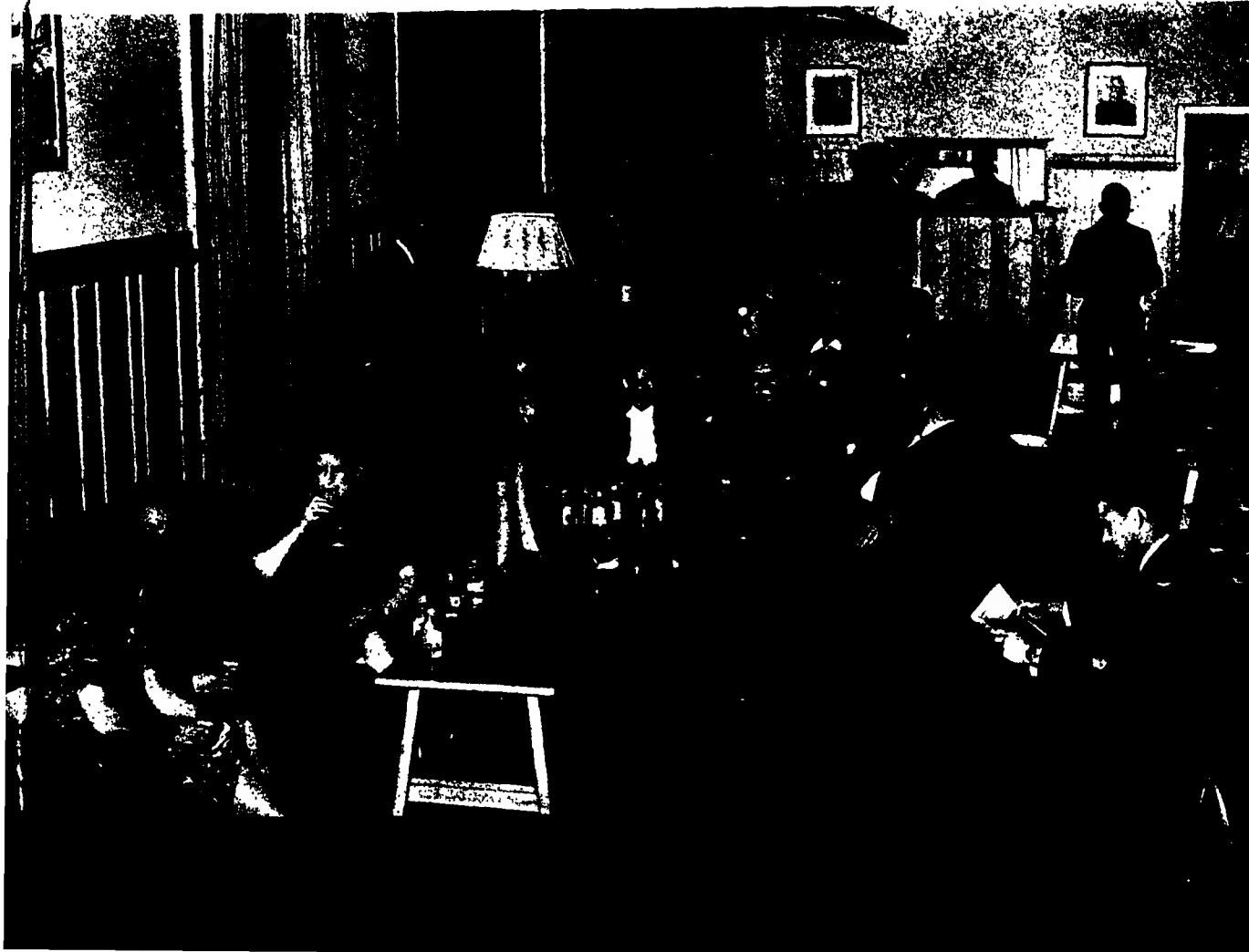




LOUNGES

Airmen's

N.C.O.s'



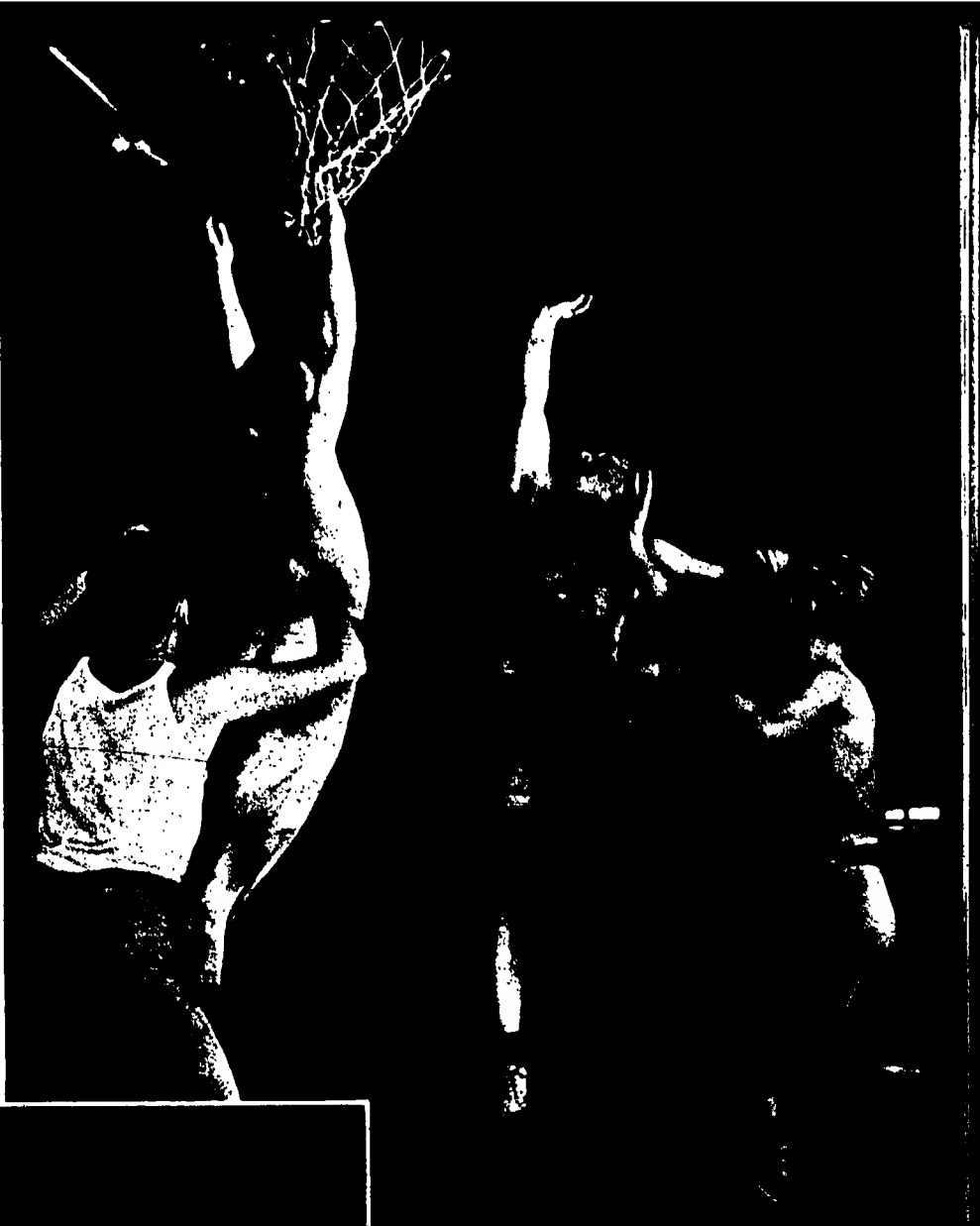


"You buy the drinks, while I ask for our mail"

THE CANTEENS

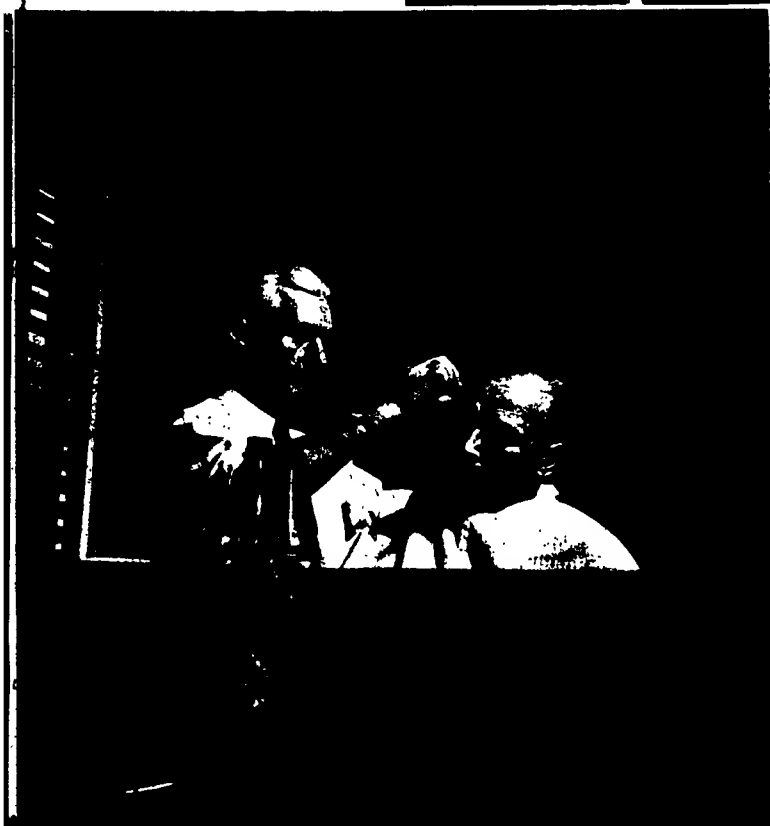
"Breakfast?"

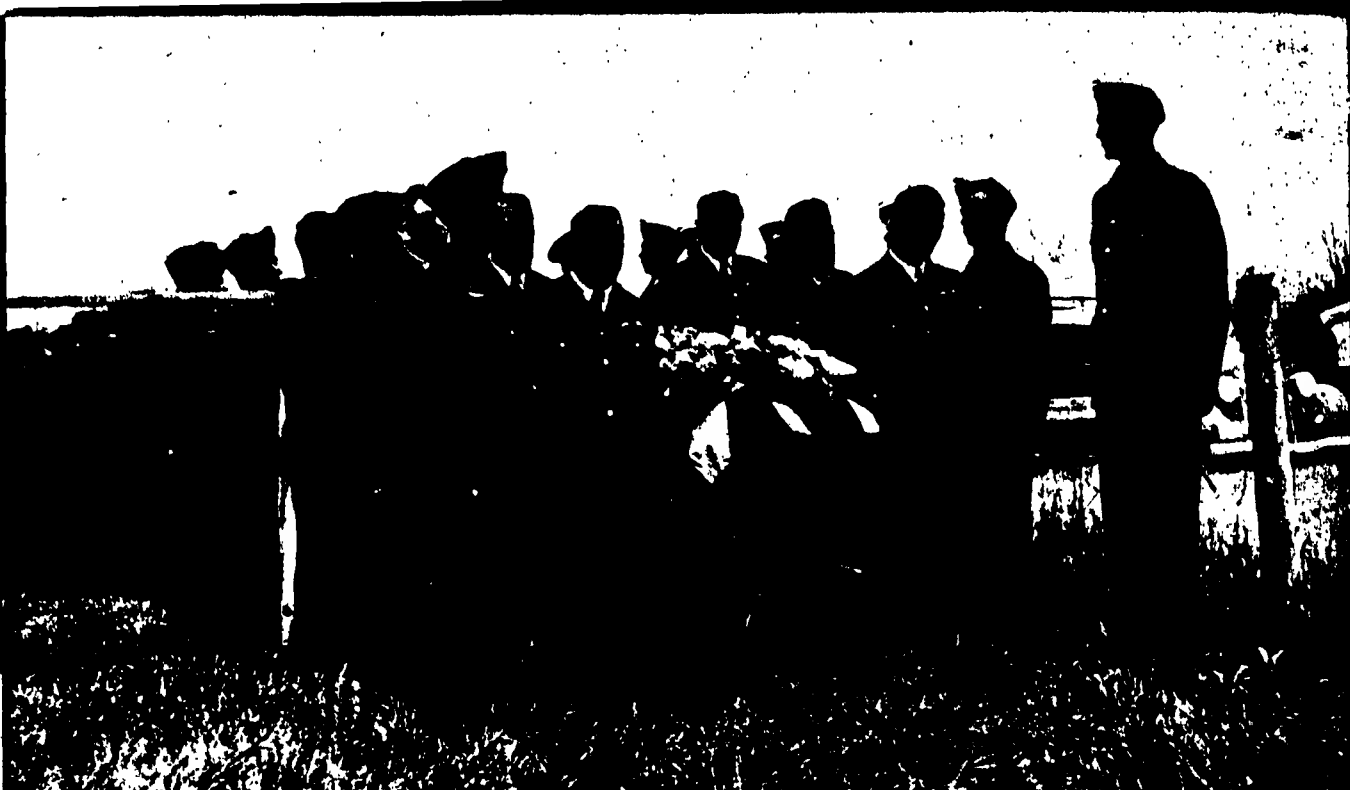




Taking Off

Reflections



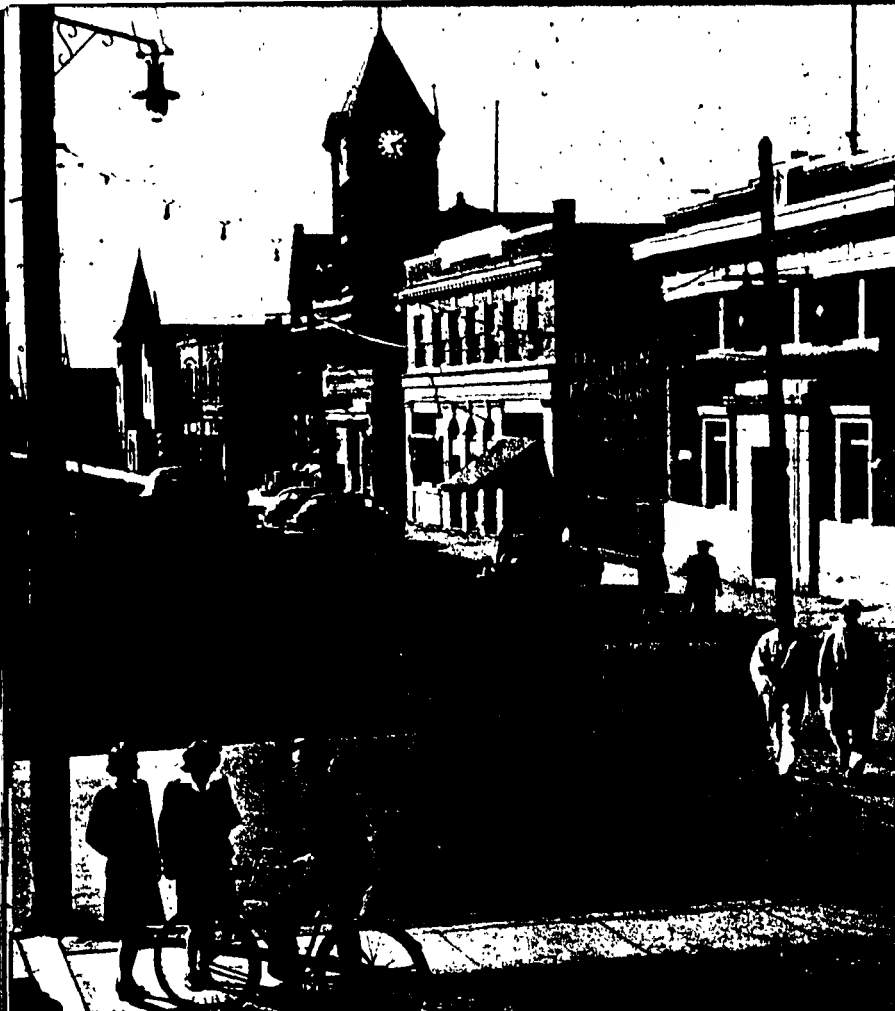


"The nearest R.C.A.F. Station will provide the escort."

A SAD DUTY







Street Scene, Virden.

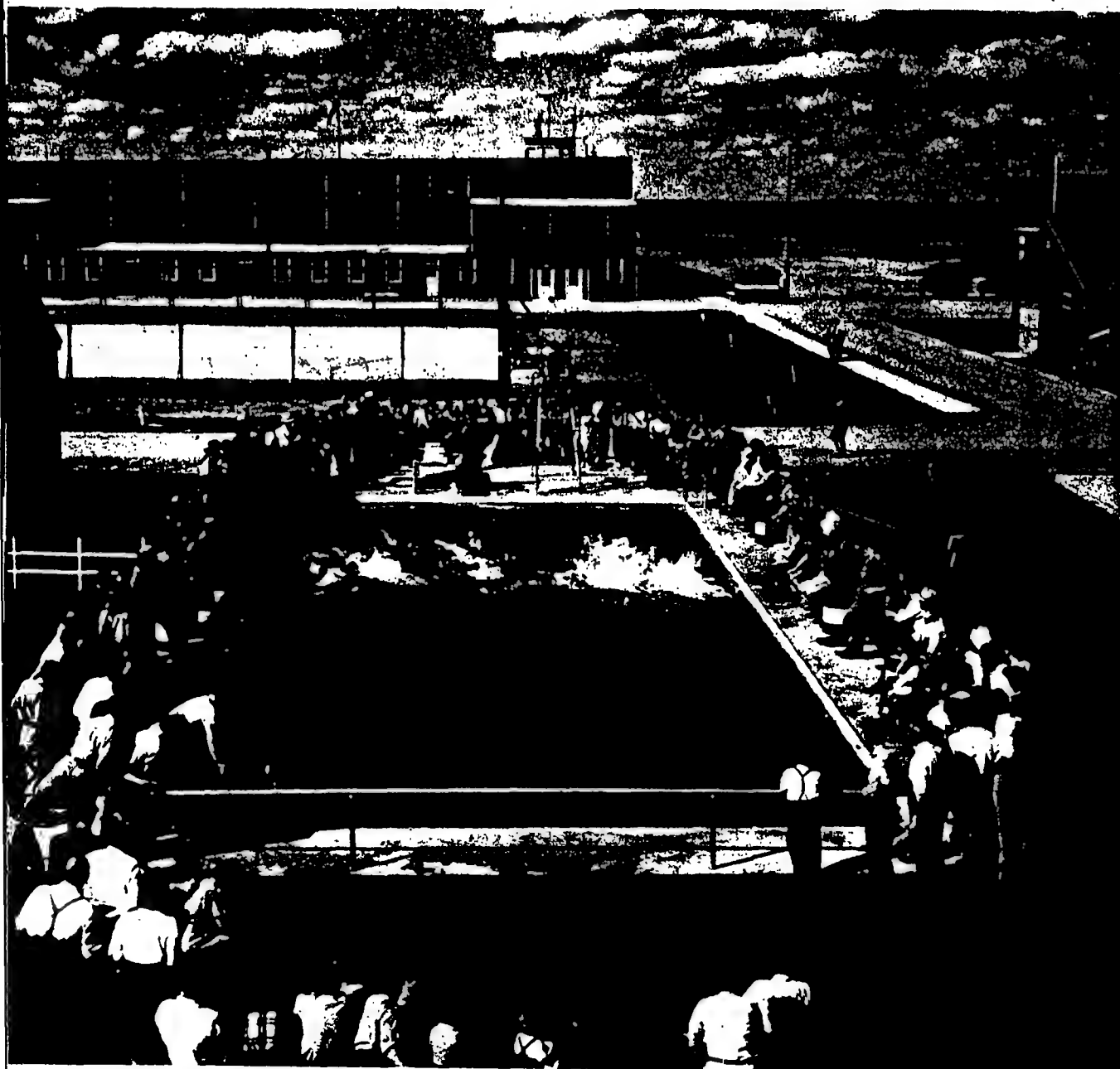
"Make yourself at home."





Morganville

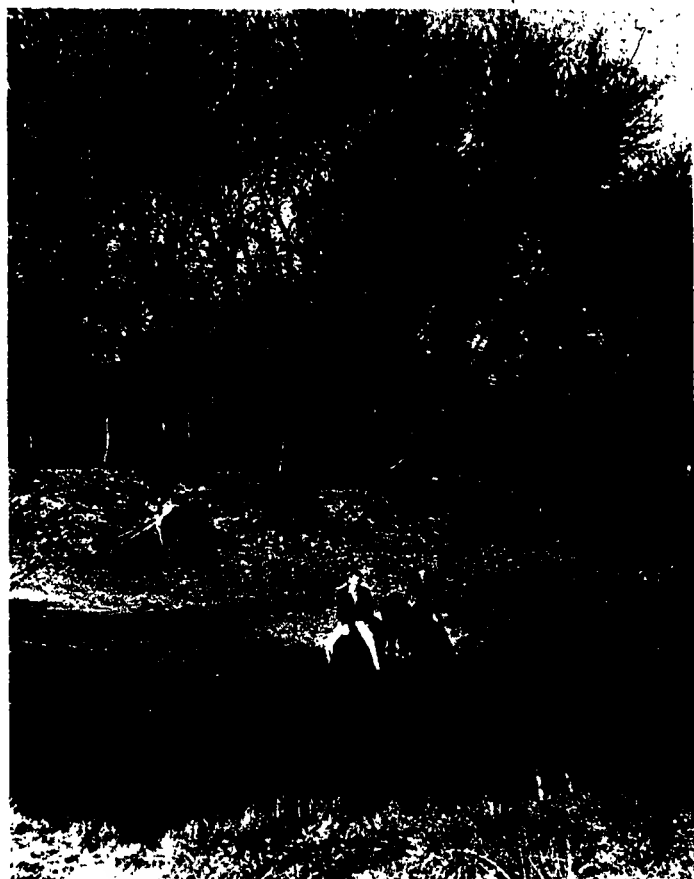
—A Virden Suburb.



Splash!



"Have you seen our valley?"





THEY
GUARD
THE
CAMP.

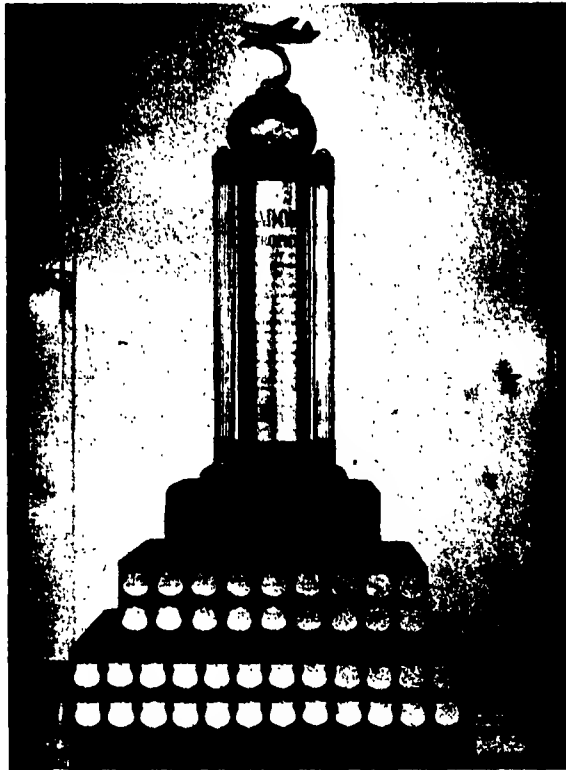




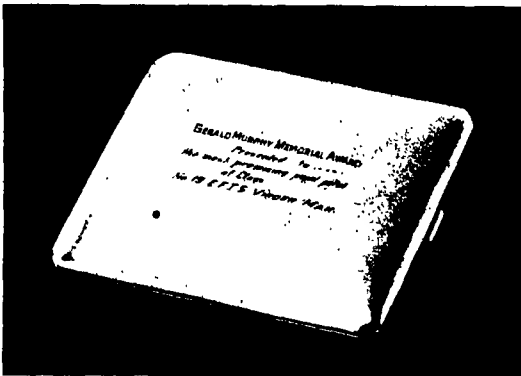
12	13	14
19	20	21
26	27	28
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4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
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22	23	24
25	26	27
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And
THEY
GUARD
THE
CASH

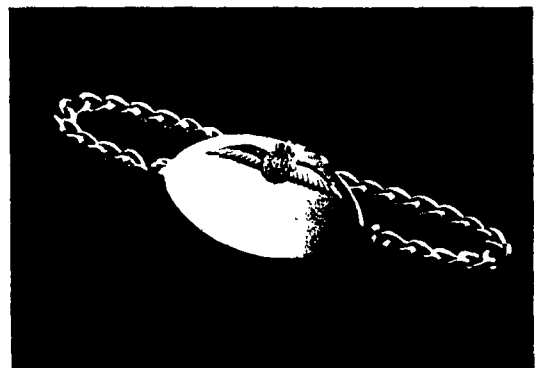




Madore Trophy
for general proficiency
Presented by S L A. F. Madore, A.F.C.



Gerald Murphy Memorial Award
for the most promising pupil pilot



Murphy Award
for the highest ground school standing

Presented by W. A. Murphy

GRADUATION



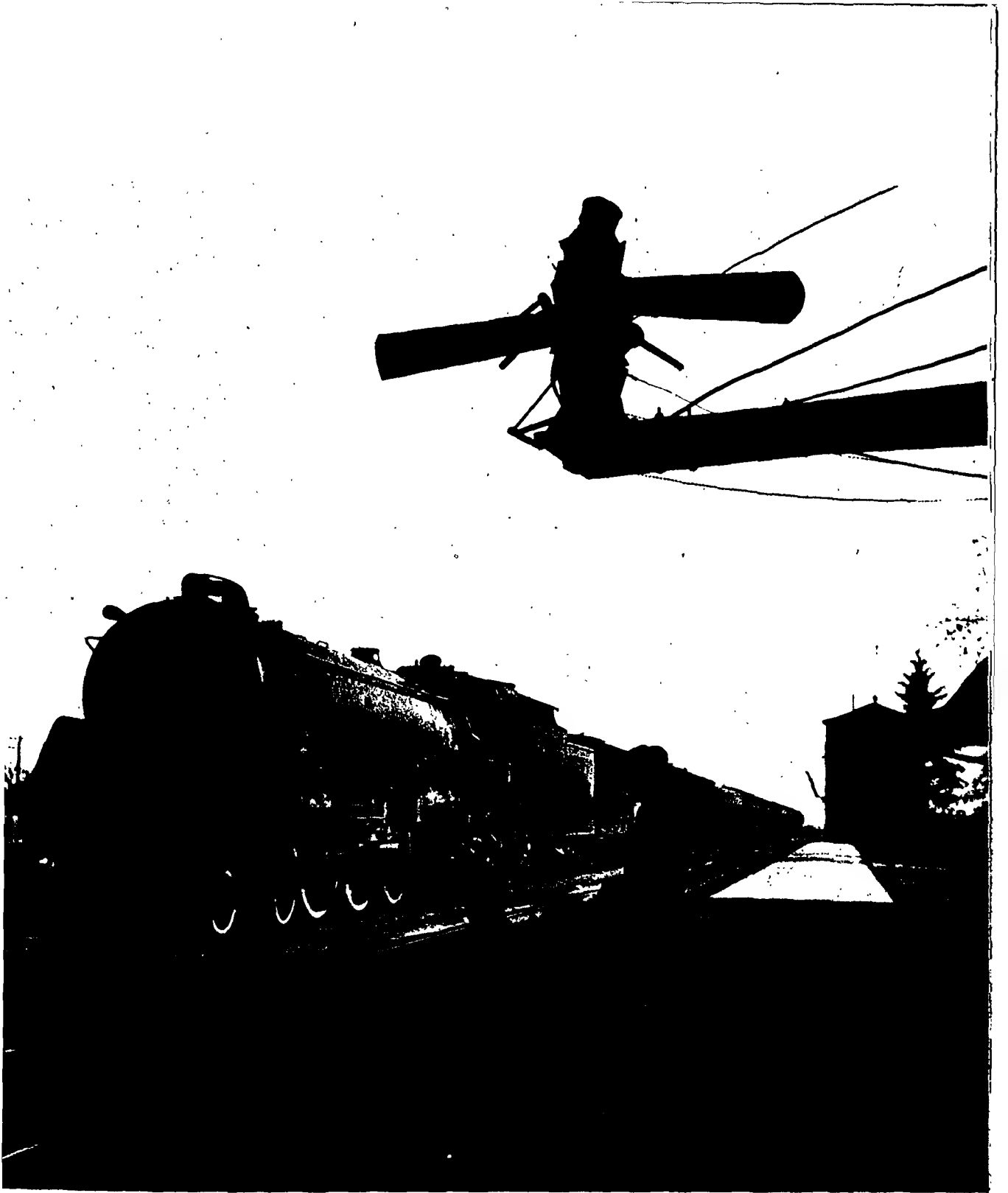
The Banquet





"Happy is the day.
When the airman gets his pay . . ."



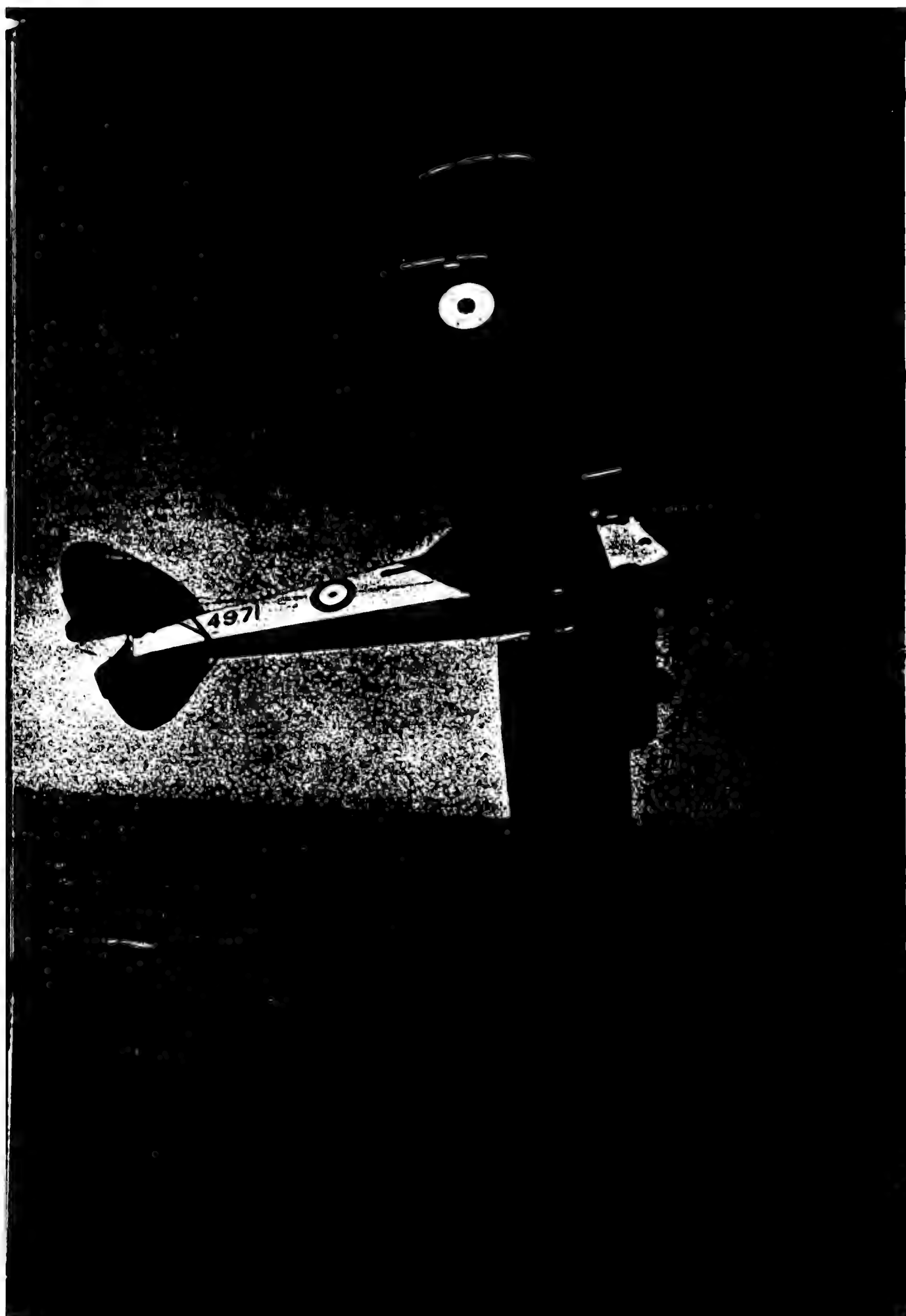


Leave!



THE *March of Time*





THE 1942 "TIGERSCHMIDT"

At last we are able to release some of the details and performance figures of the new Wonder Plane, designed by Professor Skrewlusse the 1942 "Tigerschmidt."

A longfelt want by the Students of No. 19 E.F.T.S. has been filled by the controllable-bounce, constant-swing undercarriage. This has been accomplished by the use of conical snooters, which act according to the law of inversed differentials on the axle crossstreets, combined with damping provided by helical orthomorphlic fubbing nuts on the expanding surfaces of the brake lever locking-arm cams.

The designer of the machine, Prof. Skrewlusse, spent many years studying the peculiar take-off and flight of the Oozelum Bird, which, as is well known, flies in ever decreasing circles until it disappears . . . from which point of vantage, it . . . upon the assembled multitude below. From these studies, he has produced a machine capable of spinning upward about an infinitely divergent pair of axes. To do this, the machine is gyrated about a mizzen jib extension until it has gained sufficient momentum to depress the sear holding in the yarp rings, which propels the machine to a position vertically above the Control Tower. The practice of the Oozelum Bird is duplicated by means of the exhaust ring splasher, which opens the mucking poppets and couples the auto-rotating bulkheads through a gunshling rod to the splurge gaskets, so that on the backward movement of the valve guide locking piece, enormous quantities of a homologous series of the molybdenum oleates of dimethylglyoxilic acid are ejected accurately from an undoubtedly great height.

That the machine is amazingly adaptable can be seen from the following, which is merely one of its many uses: A synchronized motion of the bupple pin and the rear axle serve-stabilizer enables the body extension to be orientated with regard to the radiator header cooling gasket, so that the slots on the trailing edge of the condenser are aligned with a decoupling unit. In this position, the machine can be used as a household automatic washer.

It is expected that this aerodyne will be seen on Virden Flying Field in the very near future, in its characteristic colours of Arctic Green and Puce. Until then—NE BONIS NON MORTUM—which is to say—He who lives in a mortuary should not throw bones.

W.B.L. & J.A.B.

Editor's Note—It is greatly regretted that illustrations of this aircraft cannot be reproduced. We have it upon good authority that the Air Ministry would frown on the release of information which obviously would considerably enhance the prospects of the Japanese.

The foregoing scientifically accurate record
of a landmark in aviation history
is here preserved for posterity
from "The Wind,"

No. 19 E.F.T.S.

Vol. 1, No. 16, January, 1942.

HIGHLIGHTS

November 8, 1940, was the birthday of No. 19 E.F.T.S. as we have known it. On that day, J. R. Morgan was asked at Ottawa to organize and manage the elementary flying training school that the Department of National Defence had decided to place at Virden. A few days later, construction of the buildings began.

The winter of 1940-41 was spent in organizing and incorporating the civilian operating company, choosing department heads, gathering flying instructors and the nucleus of a staff. From March, 1941, these "Originals" made their headquarters in Room 234, St. Regis Hotel, Winnipeg, where the head office of the Virden Flying Training School Limited had been set up, with Messrs. Morgan, Madore, Caddick, Carmichael, Killam, H. J. Smith and Morley Wylie as the core of the staff, the first instructors to report being Bill McFee, Jerry Flint, Pat Hillcoat, Bill Stevens and Wes. Pollock. From this office, suppliers were chosen, contracts let, the original hangar staff hired and farmed out to other training schools to begin learning the duties of an air engineer.

On April 16, 1941, the advance guard of the civilian personnel arrived at Virden; to find the camp site afloat, with melting snow flowing into it from the higher ground all around the air field, and Bosshill Creek unable to carry off the flood. Sidewalks there were none, duck boards only floated, and even high waders were no guarantee of keeping dry. In this mudhole, Mr. Morgan made headquarters in the Administration building, while five working parties began moving in the carloads of equipment waiting at the Virden station.

A month saw partial order evolve from the mess. And on May 16, the first students and R.C.A.F. supervisory personnel arrived. The familiar scene of later years was a novelty then. So after falling in at the railway station, the airmen marched through the main business streets of Virden—then settled down to a two-and-a-half-mile route march to the School. The same day, six Tiger Moths arrived from Winnipeg. And the next day a full training schedule was flown and Ground School lectures began. Three days later, the first P.T. classes were held.

It was a month of "firsts"—the first march in a Victory Loan parade (transport to and from town was arranged for the men by Virden people); the first fencing class; and on May 31 the first accident, when a student nosed over his aircraft on landing. The student was unhurt, but "the plane was considerably damaged." On June 1, the strength of the Station service personnel was six officers, seven staff and 66 students. Next day, 29 students were the first to receive 20-hour checks. A few days later the field was unserviceable due to heavy rain. So two days later there was a "record" flying day—115 hours in the morning, 121 hours in the afternoon. To celebrate, that evening the first solo party was held, in the recreation hall. The party was well and heartily attended, by instructors, students and staff, so next day flying was washed out till 1440 hours—another first. In the evening, the first church parade was held in Virden.

During the next week, the contractor completed pouring cement for the floor of the swimming pool. The Station played its first softball game against Virden, winning 19-6. The first picture show in camp was seen. The first rescue of

the aircraft from a sudden high wind succeeded. And Virden won its first baseball victory against the Station, 3-2.

The School was officially opened on Thursday, June 19, by His Honor the Lieutenant-Governor of Manitoba, R. F. McWilliams, K.C., who was accompanied by the Air Officer Commanding No. 2 Training Command, then Air Commodore A. B. Shearer; the president of the operating company, Mr. H. E. Sellers; Company Directors and other guests. The day began with one-and-a-half inches of rain, one of the heaviest rains of the season. But wind and pumps dried the grounds and the program was run off on schedule before an audience estimated at 3,000 people. At 1545 hours the A.Q.C. officially declared the School open. The C.F.I. and Flight Commanders gave a flying demonstration; the R.C.A.F. Supervisory Officers did formation flying; and instruction was resumed. Next day all personnel were given 48-hour leave. The month closed with the first group cross-country flight, when four students led by "T/Sgt." Stevens flew to Prince Albert via Regina and Saskatoon, returning via Moose Jaw and Regina, with a forced landing at Broadview.

On July 1, final exams started for Course 28, the first to pass through the School. The swimming pool had been completed and was now very popular in the hot weather. And on July 7 came the first graduation, establishing the tradition of dinner and refreshments provided by the Company, a dance afterwards held alternately in the Canadian Legion hall or on the Station "With all the most beautiful girls from fifty miles around"—and no flying next morning. On July 30, the first Station sports day coincided with the graduation of Course 30, second course to pass through the School. At the end of the month, there were 146 students on the Station, and the original six aircraft had been increased to 50.

Four months later, on November 12, the first night flying was done, with five hours' flying by the instructors and officers.

II

With routine established, the School settled down to the round of sustained hard work and hard play that remained its habit for the next three years. Major landmarks were few, being unusual weather, increases in numbers of students, improvements in grounds and buildings, changes of instructors and aircraft, with awards, Victory Loan drives, inspections, and the final, long drawn-out discomfort of slowing down and closing.

Fog, rain, snow, high winds, and dust storms had their way with the field from season to season. But the memorable days were those of the big snows; big floods; the big "freeze"; flying off the rim; and sudden 50-mile-per-hour dust storms, when Tiger Moths held off the ground by the wind had literally to be pulled down to earth by the ground crew, and the whole station lined the field to bring in the aircraft with bets and prayers.

One of the tensest days was in the fall of 1942, when 17 solo pilots returning home were caught by a sudden low overcast eliminating the airport. None had more than 30 hours' flying time. But all forced-landed safely on widely scattered farms.

The big "freeze" came in January, 1943. On the coldest day, instructors and students faced -50 degrees in heatless cockpits, but carried on.

The big snows fell in March, 1943, when for four days all traffic on and to the Station was halted by a howling blizzard that piled drifts eight and ten feet high against the hangar and between the buildings. For still another day, vehicles could not move through the drifts along the main road from Stores towards the barracks. Even tractors were stalled, and snow compaction units on the field became lost in the blizzard that made their headlights useless. Hangar crews and other staff resident in Virden were bedded down on the Station for four nights, before it became possible to break through across the fields to town. And it was some days before the highway was re-opened.

The field had been wet when the civilian vanguard arrived in April, 1941. And in 1942 it again became a small lake, so that aircraft had to be flown off the higher rims of the field to east and west. The flood also invaded the campsite, leaving the buildings as islands in a network of lakes kept only by sandbag walls from drowning the motors in the pump house. In April, 1943, the field was again so flooded that instructors flew the Moths off the rims to the airport at Hartney, where the students joined them by bus. For several days this routine continued, with the students travelling something like 70 miles daily by bus—but training continued without interruption, and the course graduated on time.

In 1942, the hangar staff made a big advance against the mud, when they sodded the whole edge of the field north of No. 1 hangar, while Bill Irvine, of Works and Bricks, put in concrete walks and curbs, making the "promenade" familiar to all students and flying staff between flights. Further, with the campsite raised by progressive annual filling, and the sodding of all spaces between the buildings and the camp roads, and the planting of young spruce trees, the whole appearance of the grounds began to change. In 1943, No. 2 hangar, the new Recreation Hall, the extension of the Stores building, and the two two-storey quarters buildings for officers and civilian staff were added to the original buildings of 1940. These made possible the opening in 1944 of the new officers', N.C.O.'s and airmen's lounges. The Riding club stables were added, tennis courts were laid out on the old parade ground, and the swimming pool rebuilt, with a sidewalk around it and a new diving tower. Living and recreational conditions generally were greatly improved. In this last year, the grounds, flower beds and trees, which "Bob" Tully and "Scotty" Bennett had landscaped, were in their prime, and extensive new fall plantings were completed to add still more to the beauty of the grounds another year. As the School closed, a new 1200-ft. concrete and asphalt parking strip across the full north line of the hangars was complete. The relief field at Lenore also was completed in the fall of 1944, but never used.

To relieve the housing shortage in Virden and bring rents back to normal, in 1942 the operating company erected 28 prefabricated houses there.

The student population, at first 140, was increased to 180 in July, 1942, and to 240 in April, 1943, where it remained until the last Elementary course graduated in July, 1944; when Pilot Selection courses followed.

Four of the instructors were honored with decorations while on the strength of the Station, and three were honored later on active service overseas. F/L Jack Muir, in 1943, received Membership in the Order of the British Empire

(military division) for his split-second rescue of a solo student from a flaming aircraft just before the fuel tanks exploded. S/L A. F. Madore in 1942 and F/L Oscar Sideen in 1944 received the A.F.C.; and F/L W. P. Stevens and F/L J. P. "Pat" Hillcoat (then N.C.O.'s) each received the A.F.M., for exceptional services in the Commonwealth Air Training Plan. On operations overseas, F/L Chas. Hamilton and F/L Jack Bamford were awarded the D.F.C. and F/L Hillcoat the A.F.C.

The staff of flying instructors was changed four times by the departure of large groups, apart from routine postings in and out. When the School opened, all the instructors but one were temporary sergeants on leave without pay from the R.C.A.F., most of them having been instructors or private pilots before the war began. Many of them were Americans, and after Pearl Harbor these began to transfer to the United States forces, their places being taken by early graduates from the Commonwealth Air Training Plan, also on leave without pay.

In December, 1942, all the instructors on leave were recalled to the R.C.A.F., and flying training was transferred from the civilian side to the Air Force. The former system of Supervisory Officers was discontinued, F/O Ed. R. McGill being the last, in succession to S/L D. D. Atkinson, F/L A. J. Vincent, and F/L W. J. Wood. The C.F.I. became the C.O. of service personnel on the Station. The temporary sergeants recalled to the Air Force gradually were posted out during 1943 for training, many of them returning later, with the others posted elsewhere.

In July, 1944, 20 volunteers for overseas were called for from among the instructors; and were chosen from nearly double that number who volunteered. Their places, in turn, were taken by instructors posted in from closing schools; until for a time over 100 instructors were on strength, including a number of ex-pupils.

The Victory Loan record of the School was exceptional. Seven times, on every Loan during operation of the School, No. 19 over-subscribed its quota; by never less than a third; usually by more than forty percent; and on the sixth loan, the last during full operation of the School, by over 100 percent.

Such highlights as these, and news of the School's life, were reported for Station personnel first in "The Wind," a multigraphed weekly established in June, 1941, by the first M.O., F/L A. C. McPhee and by Sgt. W. J. C. Jackson. Later came "The Tiger Rag," a printed monthly, which in 1944 became "The Slipstream." Through their publication lifetime, the work of these printed papers was done by Ray Evans, who combined the exertions of reporter, editor, advertising salesman and collector, circulation manager, and linotype operator with his daily duties in the Link Room.

To "The Slipstream" fell the duty of spreading the news of the School's closing, in the terse headline across the November, 1944, issue: "No. 19's Job Is Finished." Six weeks later, from a U.S. Navy air base in the far Southwest Pacific ocean, came back the echo, a letter of acknowledgement and regret from one of the first three instructors to report at the St. Regis in 1941—one of those who helped to establish and make a fact the School's aim and slogan through three and a half crowded years: "More and Better Pilots."

SNAPSHOTS

The first day on the Station April 16, 1941—no roads—no water—no telephone—no aircraft—no equipment—buildings uncompleted—plumbing and heating apparatus and debris strewn all over the premises—and almost nothing but mud, water and more MUD. Rank forgotten, everyone helping the contractors to complete things, so that the School would open on time, regardless. "Red" Dodds bringing in the first load. Morley Wylie sunk by his load in the buffalo slough inside the front gate, and swimming out of his waders to (far-off) dry land. Waiting for the water supply: Jack Smith bathing in the creek, and finding himself below the septic tank. The first students—and aircraft! The opening day—on time!

The old lounge by candle light, when the power had failed as usual, with "Lucky" Newhouse playing the piano and Bud Middleton singing "Danny Boy"—or doing a strip tease. Bill "W. Pay" "Stevie" Stevens: "Now as I was saying . . ." Tom Caddick: "Unh-hunh? Yeh. Unh-hunh?" and three years later: "I don't think I'll ever get married. No one ever asked me." Lou Hudson blowing a hole through the wall of the Central hotel—to show how to handle a shotgun. Bill Carmichael: "How many do you want? Have you signed for it? . . . How about a cup of coffee?" Ray Watson: "The day to be wasting. Lordy heavens, you fellows should be in the air, you know!" Stanton: "But down east where I was they really had a system, down east there." Caselman: "You know, a fellow told me . . ." John McKnight: "Well the gosh, darn, blame thing!" Bud Read: "I've had it!" Mike Stefan: "Listen! . . . I do my best!" Bill McFee: "Who told him he could fly!"

Serenading the timekeepers' girls, between circuits. Frank Bond: "I can't fly. But I'm sure good lookin'." Tom Brimacombe: "Well, sir, now I'll just tell you something." Bob Tully: "Yes—and no." Fire drill—and torment for left-handed hangar crew firemen. Jack Seymour: "You and me are all through." Jack Hill: "Well, a man's got to know his navigation." Fred Sharp: "Bang, Bang!—and I'll bet you I get twenty-five ducks—yes, and a nickname, too!" George Turner: ". . . youse guys!" Roy Milne: ". . . And then when I did open my purse, you should have seen the moths fly out!" Jack Muir: "P on you guys. I don't care for nobody." Brigadier to Norm Spinney: "Did you go to high school?" Ans.: "Yes, sir." Ques.: "How long?" Ans.: "Three days, sir." Andy Madore: "Until you acquire a philosophy of life . . ."

Any American instructor to Ken Johnson: "Come on, you tightwad, loan me fifty bucks. I'm going on leave." Any R.A.F. to an R.C.A.F.: "Has she got a sister?" Any pupil after his 20 hr. check: "I've had it. It was terrible—if he had only flown with me yesterday . . ." Flight room bull sessions. Charlie Goulding: "Oh, to hell with it!" Walt Graham: "I'm sorry to trouble you, but . . ." Bruce Walley: "Excuse me, sir. But K. R. (Air) says . . ." Lawrence Wallace: "Feed the cat another canary." Dix Davenport: "I'll probably be at the Royal Alex, but I'll not be registered." Dick Alexander: "If I can get this inventory signed . . ." Art Ferris: "Bar is closing, gentlemen. Any orders?" J. R.: "Bless me! Bleeheess me!"

The private hatch to the old bar, behind an office calendar. Long Bill Smith: "I'll qualify that by saying . . . When you come out from behind the lighthouse . . ." Bob Adams: "Then if flying was washed out at 5 o'clock, I'd still have to wait an hour on somebody." Chorus: "I'm Joe again!" Owen Solway: "Ah, yes—very elementary!" Wilf Steeves: "Jesus! Christ!!!" H. E. George: "Yes, sir?" Sam Bellan: "Gee whizz! Is that so?" Charlie Anderson: "Okay! You talked me into it!" Stef: "That isn't right . . . What about a ride?" John Kalshoven: "Come on—it's time to get up. You're flying this morning." Marg Woods: "What am I saying!" Duff Annand: "Let's have a party!" Gord Wilson: "Gol darn you—Sirrr!"



The Book of Experience

Chapter 1

PARABLES OF A PILOT

1. My sons, hear the advice of thy great-grandfather and forsake not the laws of those who fly safely.
2. For the days of my life are legion, and I have instructed much youth of the land in the ways of an aeroplane in the air.
3. Verily, men do foolish things thoughtlessly, knowing not why; but an aeroplane doeth nought without reason.
4. Let not thy familiarity with aeroplanes breed contempt, lest thou become exceedingly careless at a time when great care is necessary to thy well being.
5. A wise pilot scenteth trouble afar off and avoideth a forced landing in waste places.
6. My sons, obey the law and observe prudence. Spin thou not unless recovery is at 3,000 feet, nor stunt above thine own domicile; for the hand of the law is heavy and reacheth far and wide throughout the land.
7. Incur not the wrath of those in authority by breaking their rules, for he who maketh the wrong circuit shall be cast into outer darkness, and whoso flyeth low over football games shall be forever damned.
8. As the telephone operator who giveth the wrong number, so is he who extolleth his exploits in the air.
9. For I have watched him do his stuff on the ground. Lo, for an hour I have heard him talk of himself till he thinketh he is the best pilot ever.
10. He is like unto a woman who knoweth not how to say good-bye on the telephone, and the truth is not in him.
11. Though he be as honest as the day in all else, yet will he lie about his aerial adventures. His chest protrudeth and he maketh other men weary.
12. He doth enlarge upon the dangers of his adventures, but in my sleeve shall be heard the tinkling of silvery laughter.
13. Let not thy prowess in the air persuade thee that others cannot do even as thyself, for he that showeth off in public places is an abomination unto his fellow pilots.
14. More praiseworthy is he who taxieth into another machine whilst watching the damsel who hath observed his prowess in the air.
15. Beware of the man who taketh off without looking behind him, for there is no health in him. Verily, I say unto you, his days are numbered.
16. My son, another student pilot shall come unto thee, saying: "Hearken not unto the words of thy great-grandfather for he doth; list to me whilst I tell how thou shouldst do so-and-so."
17. But a little knowledge is oft-time of great danger and thou knowest full well that my teachings are founded on much experience.
18. Clever men take the reproofs of their instructors in the same wise as one will jest with another, confessing their dumbness and regarding themselves with humour.
19. Yet they try again, profiting by wise counsels and take offence at naught that is said, for whoso hearkeneth unto his precepts shall fly safely, and shall be quite free from fear of trouble.
20. A reproof entereth more into a pilot of sense than one hundred complaints unto a fool.
21. Knoweth thou a pilot who criticiseth not another's flying? I say unto you that there is not one who cannot point out another's faults and advise him what he should do.
22. Better is a dancing partner with two left feet, than he who laggeth behind in a formation, and keepeth not his appointed place, for his leader thinketh wild thoughts.
23. As a wet dog who shaketh himself beside thee, so also is a pilot who usurpeth thy rightful place when landing in a formation.
24. Though the leader taketh thee over the city at low altitudes, having no regard for thy personal safety, yet will thou follow him closely, but on the ground wilt thou revile him after.
25. As a plate of soup that is cold, yea, even as a kiss from thine own sister, so also is a flight without objective, it lacketh a kick.
26. As a postage stamp which lacketh glue, so are words of caution to a fool, they stick not, going in at one ear and out at the other, for there is nought to stop them.
27. Beware that thou leave not the switches "on" when leaving thy aeroplane, lest the mark of Cain be upon thee.
28. My son, hearken unto my teachings and forsake not the laws of prudence, for the reckless shall not inhabit the earth for long.

"Per Ardua Ad Astra"

Roll Call



HONORS AND AWARDS

DISTINGUISHED SERVICE ORDER

Senger, William John Course-33 19.10.43 and D.F.C., 3.6.43

MEMBER, ORDER OF THE BRITISH EMPIRE (Military Division)

Muir, John Archibald Flying Instructor 5.10.43

DISTINGUISHED FLYING CROSS AND BAR

Caine, John Todd 60 22. 3.44 and 2. 6.44
Laing, George H. 52 29. 1.44 and 1.12.44

DISTINGUISHED FLYING CROSS

Bain, Donald Thomas	35 26. 7.43	Johnson, Magnus J.	57-- 1. 9.44
Bamford, Jack	F.I. 4. 8.44	Lauro, Jos. Wm.	50--23.11.43
Brown, Harold Thomas	48--25. 9.43	McRae, Donald F.	35--27. 9.43
Dale, John Peter B.	39-- 8. 6.44	Metheral, Robt. K.	52--28.12.43
De la Paulle, J. A. H.	33-- 5. 4.44	Patterson, B. D. G.	37--29. 8.44
Eager, Wm. Hedley	50-- 6.11.43	Russell, Alfred H.	33--10. 1.44
Escaravage, P. V. M.	57-- 1. 9.44	Russell, Wm. Alfred	30-- 9. 5.44
Evans, Wm. Thomas	45 11. 4.44	Sandgren, Harry W.	39-- 4.10.43
Forsberg, Walter G.	39-- 6. 9.44	Scott, Henley N.	57--10. 5.44
Fraser, A. Donald	66--22. 1.45	Scott, Ivan J.	57--19. 6.44
Hall, George	63--13. 7.43	Stinson, Harold K.	30-- 7. 5.43
Hanton, Frank W. E.	37 22.10.43	Suarez, Henri J.	50-- 6. 1.44
Howell, Allison B.	33-- 1. 7.43	Watkins, Albert A.	41--20.10.44

AIR FORCE CROSS

Clement, Rodney S.	37 --14. 4.44	Madore, Andrew F.	C.F.I.--20.10.42
Hillcoat, J. Patrick	F.I.-- 5. 5.44	Sideen, Oscar	F.I.--14.11.44

CONSPICUOUS GALLANTRY MEDAL

Bailey, John Calder 48--31. 8.43

DISTINGUISHED FLYING MEDAL AND BAR

Nitz, Arthur F. 30 -- 9. 4.43 and 7. 5.43

DISTINGUISHED FLYING MEDAL

Harris, Wm. Fisher	35--19. 5.43	Matheson, Stuart G.	50--17.11.43
Hill, Wellington	37-- 6.11.43	Smith, David McM.	37--12. 7.43
Jackson, Walter C.	50--23.11.43	Taylor, Ralph E.	33--10. 3.43

AIR FORCE MEDAL

Stevens, Wm. P.	F.I.-- 1. 1.43	Hillcoat, J. P.	F.I.-- 1. 1.43
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KING'S COMMENDATION

Hays, Wm. M.	F.I.--14.11.44	Wyman, Lewis B.	39--11. 8.44
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MENTION IN DESPATCHES

Gardiner, L. Edwin	28--21. 1.44	De Pape, R. A. G.	62--11. 8.44
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AIR EFFICIENCY AWARD

Solski, John Jos. 62--27.10.44

NOTE—It is regretted that this roll may be incomplete, as the Air Force has not listed awards by the Schools in which awarded personnel trained.

SCHOOL TROPHY WINNERS

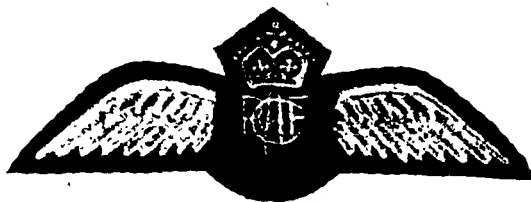
"Garfield Madore Memorial Trophy" for general proficiency:

"Gerald Murphy Memorial Award" for the most promising pupil pilot.

"Murphy Award" for the highest ground school standing.

Course	Madore Trophy	Murphy Memorial Award	Murphy Award
28	Swan, George A.	Lynch, Francis E.	Gardiner, L. Edwin
30	Meldeau, Leonard H.	Carr, George R.	Henry, Richard W.
33	Haynes, John S.	Ryan, George J.	Johnson, Gilbert C.
35	Lidstrom, A. George	Darby, Jas. Lloyd	Clement, Harold A.
37	Rue, David R. M.	Patterson, B. Donald C.	Blackie, John S.
39	Wilson, David R. L.	Plumer, Benjamin E.	Currie, Arthur A.
41	Watkins, Albert A.	McKay, Robert A.	Olson, John C. W.
43	Powell, James A.	Halhead, John K.	Readings, Kenneth H.
45	O'Hair, H. Harding	Bugbee, James M.	Andrews, John E.
48	Stephens, I. DeWitt	Bate, Wm. Guy	Hamilton, James Jos.
50	Scaman, B. Richard	Duda, Gordon M.	Heath, Clarence E.
52	Makinson, Harold W.	Styles, Gordon Roy	Yurchison, William
54	Loken, Leif Eric	Lambourne, Robt. F.	Laurence, Robt. H.
57	Fox, Chas. Lewis	Anderson, Arthur E. F.	Donnelly, J. Norman
58	Walker, Paul G. W.	Walley, Bruce Chas.	Bollen, Jack Albert
59	Laycock, Maurice P.	Walton, John Middleton	Brownlee, Orville M.
60	McKilligan, Arthur W.	Free, Harold W.	Blackford, Wm. Arthur
61	Donham, Daniel N. D.	Scott, T. Stewart	Jackson, Wm. James
62	Lutes, Howard A.	Ridge, Raymond C.	McWhannel, J. Douglas
63	Roberts, Dennis E.	Kettleworth, Thos. W.	Skinner, Victor S.
64	Hurford, Frank W.	Pridmore, Robt. E.	Reeson, M. Leonard
			Tunnacliffe, M. Edgar
65	Campbell, John Craig	Mills, Jas. L.	Morison, J. Douglas
66	Newman, John M.	Joplin, Stanley J.	Sprout, John J.
67	Bredt, Paul William	Crookes, B. Douglas	Sernyk, Alexander
68	Newton, John Bert	Hodgson, Edwin D.	Fee, Herbert A.
69	Searle, Stanley H.	Pollock, Albert L.	Paxton, Thomas
70	Arkless, Leonard N.	Rist, C. A. Alex	Paine, Jas. William
71	Chapman, Bernard	Connor, Bernard	Hougestol, Gordon E.
72	Grass, Harry R.	Cameron, James M.	Dunville, Clifford E.
73	Peterson, Albert	Rasmussen, Ray B.	Klein, Paul E.
74	Feeney, C. Alex P.	Stirrett, George D.	Pell, Edward E.
75	Stephen, John E.	Glen, Carl E.	Catty, Martin A.
76	Palmer, Thomas C.	Stuart, James A.	Grieve, J. Lawrence
77	Oddy, Thomas M.	Shannon, Mackenzie K.	Dingle, Charles E.
78	Hack, Donald E.	Young, Reginald M.	Campbell, Edward R.
79	Watson, Eric	Cheyne, Ray Nelson	McDowell, Clifford J.
80	Runkel, Donald W.	Smiley, J. Richard	Pritchard, J. Henry
81	Wild, Harry	Goad, K. H.	Llanwarne, Donald G.
82	Downes, Leslie S.	Brown, Frederick C.	Marshall, D. Charles

Course	Madore Trophy	Murphy Memorial Award	Murphy Award
83	Evans, George E.	Strange, Clair E.	Bowers, Jack L.
84	Morrison, Grant R.	Kowk, Ronald	Dunn, Charles J.
			Thompson, Lloyd M.
85	Furgala, Michael	Nicol, Campbell M.	Ewacho, Myron
86	Stanley, Raymond F.	Gibson, Donald E.	Murray, Ewart L.
87	Johnston, Everett H.	Lyons, M. Glynn	Boyczuk, Frank P.
88	Cowman, David A.	Hagel, Robert P.	Floyd, David J.
89	Hack, George A.	White, Harold R.	Wilson, W. Leonard
90	Bradley, Russell L.	Renouf, Frank G.	Gill, Keith E.
91	Mamcasz, Michael	Bell, Robt. A.	Luckett, G. Walter
92	Peever, Leslie F.	Dagg, Earl W.	Ramage, William R.
93	Stone, John Ernest	Johnson, Herbert G.	Stabler, N. H.
94	Mudge, A. E.	Walley, E. C.	Honeyman, D. E.
		Wise, L.	
96	Hockenhull, Alfred T.	Belsher, Thomas A.	Greenaway, James E.
97	Blewett, Jack W.	Whiting, Wm. Millar	Reid, John A.
			Wardrop, Donald A.
98	Edwards, Leonard B.	Redfern, Gordon A.	Steiman, M. Michael
99	Robertson, Forbes C.	Pomfret, B. George	Spencer, Frank B.
101	Reid, Robt. F.	Wilson, John C.	Mabee, George A.
102	Muncaster, James H.	O'Neill, William G.	Quinn, David L.
103	Thornhill, Edward	Pearce, Gordon F.	Choukalos, Wm.
104	McMillan, Daniel B.	Rogers, George H.	Carrick, William H.
			Johnson, Alvin M.
106	Ascough, John C.	Whitney, Rupert N. A.	Anderson, Ronald G.



Retreat



IN CLOSING

When this book was planned, the ideal was a collection of pictures, with course and departmental nominal rolls, to which anyone connected with No. 19 could turn forty years on and say to the grandchildren "There I am!" Causes issuing from the unexpected closing of the E.F.T.S.s have made it impossible to carry through that plan. Attention has been concentrated therefore on activities more than on individuals, and on picturing the students' experience of the School, since the students have been four out of five of its people.

It is not easy to catch on paper the pride of performance, the team feeling, the personal consideration, and the happy high spirits that we fortunate ones who shared in it will long remember as being the spirit of No. 19. If this attempt to record that spirit succeeds at all, that success and the vivid "students'-eye" view of the School here presented, have been made possible, first, by the photography of Nicholas Morant and by the National Film Board, which lent us his services. And by those, too numerous to mention, of the Station and of Virden, who have offered suggestions, criticism, or the loan of snapshots of the "Moth" period of the School—snapshots, of which most were sacrificed in the end to limits of space. Thanks to these, to edit the book has been a privilege.

THE EDITOR.





EVENSONG

THE camp stilled.
In the bright hangars, the night
crews groomed the trainers for
the coming day.
In barracks, the student pilots shaped
their world, in eager talk, at
"Lights Out!"
A distant shower, in quarters, played
in drowsy spray.
Along the empty street below, one
whistling came:

"O Can-ada!"
The notes rose clear.

Spaced in thoughtful calm
They sang in the quiet night
Of pride—of faith—of danger known
and feared not.

"O Can-a-da!"
The measured anthem rose, and rang
in triumph.

Outstretched for sleep, one heard with
burning heart
The pledge and clarion in the listen-
ing dark.

No. 19 Elementary Flying
Training School, R.C.A.F.,
Dec. 8, 1943.

—A.M.

Saturday Night, Toronto, June 3, 1944.

TO ORDER PICTURES

The originals of most of the pictures of No. 19 E.F.T.S. shown in this book are preserved in the national War Records Files. Copies may be ordered, by the WRF serial numbers listed below, from the National Film Board, Ottawa. The letters A-D identify the position of the picture on the page, from top to bottom.

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